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Missoula Parking Study

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CENTRAL BUSINESS DISTRICT

PARKING SURVEY

OF

MISSOULA, MONTANA

CONDUCTED BY

MONTANA STATE HIGHWAY COMMISSION

PLANNING SURVEY DIVISION

IN COOPERATION WITH

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

AND THE

CITY OF MISSOULA

STATE HIGHWAY COMMISSION

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Report Prepared By

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In Cooperation with

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CITY OF MISSOULA

ALAN BRADLEY, Mayor
ALAN W. CUTHBERTSON, City Manager
P. J. WHELAN, City Engineer

STATE OF MONTANA
HIGHWAY COMMISSION
HELENA

June 16, 1958

In reply refer to:

Honorable Alan Bradley, Mayor
City Commissioners
and
Mr. Alan W. Cuthbertson
City Manager

Gentlemen:

It is with pleasure that we submit this report on the Parking Study of Missoula's Central Business District. We hope that the report will be of value in alleviating the parking problem resulting primarily from the growth and progress of your city.

The parking problem cannot be entirely divorced from Missoula's other traffic problems but it would seem that the motorist's plea for convenient parking space in the central business district should be given primary consideration if your city is to progress.

Your cooperation and that of the other City Officials, with whom we have associated, has made our work most pleasant. The Highway Commission will have a continuing interest in the solution of your traffic problems and will cooperate in every way possible in a program of correction.

Respectfully submitted

Fred Quinnell, Jr.
State Highway Engineer

ACKNOWLEDGEMENTS

The collection of the field data for this study was made possible through the cooperation of approximately 12,000 parkers in the Central Business District of Missoula. These people willingly gave a few minutes of their time and information to help improve the parking situation in their city.

Special recognition is due the Missoula Chamber of Commerce for its foresight in sponsoring the survey.

Technical and research data appearing in this report were obtained through the courtesy of the Bureau of Public Roads and many other governmental units in both cities and states throughout the nation.

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TABLE OF CONTENTS

	Page
Acknowledgements	i
List of Plates	iv
List of Tables	v
Introduction	2
Definition of Technical Terms	5
Summary of Pertinent Data	9
Recommendations	14
The Survey	22
Parking Facilities	28
Supply	28
Usage	30
Demand	31
Turnover	30
Parking Habits	42
Parking Accumulation	42
Length of Time Parked and Distance Walked	43
Overtime Parking	44
Saturday Parking	45
Origin of Parkers	45
Appendix	51

LIST OF PLATES

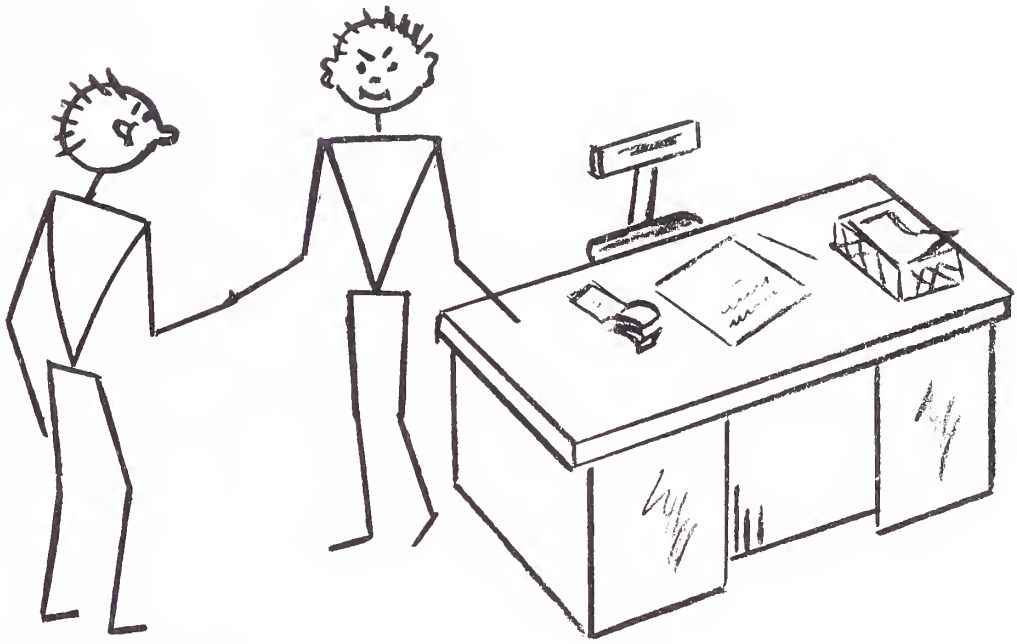
Plate		Page
1	Comparison of Parking Conditions in Missoula with Average City of Similar Size - - - - - - -	11
2	Interview Forms used in Survey - - - - - - - - - - - -	24
3	Survey Area - Location and Code Numbers of Parking Facilities - - - - - - - - - - - - - - - - - -	25
4	Location and Capacity of Parking Facilities - - - -	34
5	Inventory of All Parking Facilities in Central Business District - - - - - - - - - - - - - - - -	35
6	Space Hour Demand versus Present Supply 8 A. M. - 6 P. M. - - - - - - - - - - - - - - - -	36
7	Space Hour Demand versus Present Supply Peak Hour 2 P. M. - 3 P. M. - - - - - - - - -	37
8	Net Deficient Areas within 300 feet Walking Distance	38
9	Principal Generators of Parking Demand 8 A. M. - 6 P. M. - - - - - - - - - - - - - - -	39
10	Percentage of Arrivals and Departures of All Parkers in Survey Area by Half Hour Intervals - - - -	46
11	Parking Accumulation in Central Business District -	47
12	Average Distances Walked by Trip Purpose - - - - -	48
13	Origin of Parkers by Zones - - - - - - - - - - - -	49

LIST OF TABLES IN APPENDIX

Table No.	
1	Number of Public Parking Places and Number of Space Hours of Parking Available by Blocks
1-A	Inventory of Curb Space by Blocks
3	Number of Vehicles Parked by Vehicle Type and Type of Parking Used
4	Number of Vehicles Entering and Leaving Parking Spaces and Accumulation by $\frac{1}{2}$ Hour Periods
5	Number of Vehicles Entering and Leaving by Type of Parking for Each $\frac{1}{2}$ Hour Period
6	Total Number of Vehicles Parked by Type of Parking and Trip Purpose
6-A	Number of Passenger Cars Parked by Type of Parking and Trip Purpose
6-B	Number of Trucks Parked by Type of Parking and Trip Purpose
7	Available Parking Space, Vehicles Parked and Turnover by Block and Facility
8	Total Vehicles Parked and Length of Time Parked by Type of Parking
9	Passenger Cars Parked and Distance Walked by Type of Parking
10	Total Vehicles Parked by Time Parked and Trip Purpose
11	Passenger Cars Parked by Length of Time Parked and Distance Walked
12	Passenger Cars Parked by Length of Time Parked for Each Trip Purpose

Table No.	
13	Passenger Cars Parked by Distance Walked for Each Trip Purpose
14	Total Vehicles Parked - Space Hours Used and Block of Destination for Each Trip Purpose
14-A	Total Vehicles Parked During Peak Hour - Space Hours Used and Block of Destination by Trip Purpose
15	Total Vehicles Parked and Space Hours Used in Each Block by Type of Parking Facility - 8 A.M. - 6 P.M.
15-A	Total Vehicles Parked and Space Hours Used in Each Block by Type of Parking Facility - Peak Hour
16	Summary of Spaces Available - Vehicles Parked - Destinations - Space Hour Demand - Deficiency or Surplus space Hours by Block - 8 A.M. - 6 P.M.
16-A	Summary of Spaces Available - Vehicles Parked - Destinations - Space Hour Demand - Deficiency or Surplus Space Hours by Block - Peak Hour 2 P.M. - 3 P.M.
18	Total Vehicles with Destinations in Each Block by Length of Time Parked
21	Type of Parking Used by Trucks Loading and Unloading in Each Block

INTRODUCTION



INTRODUCTION

The primary purpose of streets and highways is to facilitate the movement of people and goods between points of origin and points of destination. At the point of destination there must be some provision made for storing the vehicle, just as railroads, buses and airlines provide terminal facilities at all major stops. If these terminal facilities are not provided for vehicular traffic, the streets become so congested, through use by potential parkers, that the movement of traffic is secondary. When this condition becomes a reality, the average motorist will drive a considerable distance out of his way to patronize a shopping center where parking and congestion are no problem.

The ideal situation for the motorist, of course, is to be able to park at the curb directly in front of the business establishment that is his destination. Unfortunately, this ideal condition is the exception rather than the rule in most of our cities at the present time. The phenomenal increase in motor vehicle travel in the past decade has, in most instances, surpassed the capacity of conveniently located parking facilities, and the motorist now finds he must park at an ever increasing distance from his destination.

The demand for parking space in the various sections of a central business district varies with the nature and location of the dominant parking generators. Such establishments as banks, stores, office buildings and industrial plants each have different parking requirements with respect to time. The needs of the short time "errand" parker must

be met as well as the worker and all day parker if a city is to progress and avoid the demand for decentralization.

Numerous cities have proven that the parking problem can be solved, but one of the prime requirements for a solution is foresighted community leadership which recognizes the seriousness of the problem and then implements a sound, progressive parking plan.

DEFINITION OF TECHNICAL TERMS

CENTRAL BUSINESS DISTRICT - The center of the shopping, business and social activity in any city. In Missoula, this area comprises 21 city blocks bounded roughly by Spruce Street on the North, Washington Street on the East, the Clark Fork River on the South, and Harris Street on the West.

COMMERCIAL VEHICLES - Heavy trucks and buses with dual tires on the rear axle or axles.

CORE OR CRITICAL AREA - That part of the business district having the greatest demand for parking space and the greatest deficiency.

DEMAND - The number of parking spaces desired in a given block or area as determined by the destinations of the parked motorists. Demand is measured in both parking spaces and space-hours.

DESTINATION - The first location to which a driver goes after parking - not where a driver parks.

EFFICIENCY FACTOR - A factor for converting "theoretical" available space-hours into "practical" space-hours.

ILLEGAL PARKING - Parking in any place where parking is prohibited by ordinance or police regulation. In this report, overtime parking is not included as illegal parking.

INFORMAL PARKING - Parking, whether legal or illegal, on off-street areas (not established lots) such as front lawns, planting strips, private driveways, between buildings, behind stores, on vacant lots, etc. Informal parking spaces are not included in the inventory.

LEGAL PARKING - Parking at curbs where permitted by ordinance and in parking lots and garages intended and designated for that purpose.

OCCUPANCY - The percentage of total space-hours available which is occupied during the study hours.

OFF-STREET FACILITIES - Lots and garages intended for parking of vehicles entirely off public streets and alleys.

ORIGIN - The place where a trip begins.

OVERTIME PARKING - Parking for longer periods of time than allowed by ordinance.

PARKED VEHICLE - A vehicle stopped for temporary storage - - a momentary stop is not considered an act of parking in this report.

PARKING FACILITY _ Publicly or privately owned lots or garages and curb spaces designed or designated for the storage of vehicles.

PARKING GENERATOR - Any office building, store, theatre, etc. that creates a demand for parking space.

PARKING SPACE - Area required for the efficient storage of one motor vehicle.

PASSENGER VEHICLE - An automobile or light truck.

PEAK HOUR - The hour in which there was the greatest accumulation of parked vehicles in the Central Business District.

PRIVATE LOT OR GARAGE - A lot or garage intended for use by certain groups or individuals and not for general public use.

PROHIBITED CURB - Curb faces where all parking is prohibited during the hours of the study period (8:00 A.M. to 6:00 P.M.)

PUBLIC LOT OR GARAGE - Those lots or garages open to the general public for parking, regardless of trip purpose or destination.

SPACE-HOUR - PRACTICAL - Applied only to space-hours of supply. It is the product of the theoretical space-hours multiplied by an efficiency factor.

SPACE-HOUR - THEORETICAL - One space for one hour . Used to measure supply, usage, and demand on a comparable basis. It is reduced through the loss of time in each turnover of space and through the fact that supply and demand are not parallel throughout the day.

SPECIAL PERMIT SPACE - A curb parking space officially reserved for use by a designated person or group.

SUPPLY - The number of legal parking spaces available for parking. Supply is measured in car spaces and space-hours.

SURVEY AREA - The blocks forming the Central Business District.

TRUCK LOADING DOCK - Off street space provided for loading or unloading trucks, usually on private property.

TRUCK LOADING ZONE - Curb space reserved (by ordinance) for use of trucks in loading or unloading.

TURNOVER - The rate of usage of a facility. It is measured by dividing the number of vehicles parked in a facility in a given period of time by the number of spaces available in the facility.

USAGE - The number of vehicles parked, or the number of space-hours used by vehicles that parked.

SUMMARY OF PERTINENT DATA

The Missoula Parking Survey was conducted on weekdays in April and May 1957, during the hours of 8 A.M. to 6 P.M. The following pertinent data are based on conditions existing at that time.

1. A total of 12,824 vehicles parked within the survey area on an average weekday during the hours of 8 A.M. to 6 P.M.

2. There was a total of 1,963 parking spaces available within the survey area; 1,092 were at the curb, 661 in lots and 210 in garages.

3. The peak hour of parking occurred between 2 and 3 P.M. During this hour 2663 vehicles, or 21% of the total, parked within the survey area.

4. There were 17,699 feet of curb space in the downtown area, of which 66% was used for public parking.

5. The type of parking space used by Missoula motorists was as follows:

Type of Parking	Number Parked	Percent
Legal Curb	10,631	82.9
Illegal Curb	662	5.2
Total Curb	11,293	88.1
Lots	1,451	11.3
Garages	80	0.6
Total Parked	12,824	100.0

6. The average rate of turnover for all parking facilities during the hours of survey was 6.2. The turnover at the curb was 9.7, in lots 2.2 and garages 0.4. Rate of turnover is computed by dividing the number of legal parkers by the number of spaces available.

7. The number and percent of all vehicles parked by trip purpose was as follows:

Trip Purpose	No. Veh.	Percent	Trip Purpose	No. Veh.	Percent
Shop	4133	32.2	Load-Unload	284	2.2
Business	4943	38.6	Other	1157	9.0
Work	1095	8.5	Unknown	899	7.0
Sales Service	313	2.5	Total	12,824	100.0

8. The average length of time parked and average distance walked by trip purpose was as follows:

Trip Purpose	Percent of Parkers	Av. Distance Walked	Av. Time Parked
Shop	32.2	279 ft.	32 min.
Business	38.6	238 ft.	32 min.
Work	8.5	402 ft.	4 hrs. 4 min.
Sales & Service	2.5	227 ft.	40 min.
Load & Unload	2.2	146 ft.	8 min.
Other	9.0	265 ft.	39 min.
Unknown	7.0		1 hr. 46 min.
Total	100.0	270 ft.	57 min.

9. The average time parked at the curb for all vehicles was 42 minutes. The average time parked in lots was 2 hours-28 minutes.

10. Forty six percent of the total vehicles parked for 15 minutes or less. Sixty five percent parked for 30 minutes or less, seventy eight percent parked for 1 hour or less and six percent parked for over four hours.

11. Of the total number of parkers interviewed, 16% walked 50 feet or less after parking, 50% walked 250 feet or less and 61% walked 350 feet or less. Three hundred fifty feet is approximately the equivalent of one city block in the Missoula Central Business district.

12. The greatest demand for parking space was in block 14 which is the location of the Missoula Mercantile Department Store as well as several other smaller business establishments. The second largest demand for parking space was block 22 which contains the Western Montana National Bank building with its numerous professional offices and several retail business establishements.

13. The demand for parking space equaled or exceeded the supply in 7 blocks of the survey area during the hours of 8 A.M. to 6 P.M. During the peak hour of 2 P.M. - 3 P.M. there was a deficiency of space in 10 blocks. In the entire area of 21 blocks, there was a surplus of approximately 500 spaces during the hours of 8 A.M. - 6 P.M.

14. Parking surveys have been conducted in a number of Cities throughout the nation that are comparable to Missoula in population. Plate 1 on the opposite page compares some of the more pertinent data obtained in the Missoula survey with an average of sixteen other cities in the 25,000 to 50,000 population group.

COMPARISON OF PARKING CONDITIONS IN MISSOULA
WITH AVERAGE OF SIXTEEN OTHER CITIES IN
25,000 - 50,000 POPULATION GROUP

	Missoula	Average City
1950 Population (metropolitan area)	25,193	36,000
Survey area in square miles	0.12	0.20
Number curb spaces	1,092	1,598
Off-street spaces	871	1,104
Total spaces	1,963	2,702
Total space hour supply (10 hrs)	19,630	27,020
Number of parking spaces per 1,000 population	78	75
Percent of curb length available for public parking	66	60
Percent of total spaces off-street	45	41
Total number parkers 8 A.M. - 6 P.M.	12,824	
Total number parkers 10 A.M. - 6 P.M.	11,298	11,860
Turnover at curb 10 A.M. - 6 P.M.	9.0	5.7
Off-street 10 A.M. - 6 P.M.	1.6	2.0
Total 10 A.M. - 6 P.M.	5.7	4.0
Percent of parkers using curb	88	84
Percent of parkers using off-street	12	16
Ratio number of parkers at peak hour to number of spaces	0.74	0.72
Average distance walked in feet	270	293
Average time parked	0.95 (hrs)	1.2 (hrs)
Percent parked less than 15 minutes	46	40
30 minutes	65	56
1 hour	78	71
Percent parking in illegal spaces	5	9
Total demand - space hours	12,237 (10 hrs)	13,430 (8 hrs
Ratio - total demand to practical supply	0.73	0.78

Plate 1

RECOMMENDATIONS

RECOMMENDATIONS

In order to satisfy the current demand for parking space in the Central Business District of Missoula, 159 additional parking spaces should be provided within a 300 foot walking distance of the deficient areas as shown on plate 8. One hundred twenty six additional spaces should be provided immediately in blocks 21 and 22, or in the area bounded by Broadway on the North, Pattee Street on the East, Main Street on the South and Stevens Street on the West. The other deficient area of 33 spaces occurs adjacent to the Post Office and Federal Building in blocks 23 and 28.

It is obvious that this potential demand for parking space cannot be met at the curb and must be provided by off street parking facilities within a reasonable walking distance which, in a city the size of Missoula, has been determined as approximately 300 feet. The basement remains of a burned building in block 21 at the corner of Main and Stevens is one site which could qualify as a parking lot in the critical area. Another site just outside the area is the old fire hall and adjoining used car lot in block 16. It is estimated that these sites could be improved to provide at least 100 additional parking spaces.

The rates charged at any parking facility that is provided in the deficient areas should compete with the rates now in effect at the curb in order to effectively solve the present shortage of parking space. The city operated, metered lot on Pine Street is a good example of what can be done to provide off street parking at the same rate as the adjacent metered curb.

Although this lot is located on the fringe of the critical parking area,

it was operating at about 70% of practical capacity during the entire 10 hour period of 8 A.M. to 6 P.M. Data on the peak hour of 2 - 3 P.M. show that this lot, with a capacity of 60 spaces, parked 63 vehicles during the hour. Lots located closer to the critical parking area, but charging a higher rate, were found to be operating at less than 50% of capacity during the survey period.

PARKING TURNOVER

Parking turnover generally was found to be above average in Missoula when compared to cities of similar size. There were, however, about 3% of the total vehicles which parked at the curb from 4 to 10 hours. These long time parkers used approximately one third of the total space hours that were used by all vehicles parked at the curb during the hours of the survey. If this small percentage could be persuaded to park their vehicles in lots at the fringe of the business district, the parking problem in Missoula would be practically solved.

It is suggested that one way of encouraging the use of off street space for the long time parker would be to improve the city owned lot between Front Street and the Clark Fork River. At the present time parking in this lot is quite haphazard and informal. It is estimated that surfacing and the installation of stall markers would increase the present capacity of this lot substantially and would encourage its use by long term parkers. The cost of this proposed improvement might have to be defrayed by the users. In this case it is suggested that four hour meters be installed and that the rates be set at 2 hours for 5¢ to encourage long time parking.

ILLEGAL PARKING

Double parking and other illegal parking in end zones, by fire hydrants etc., was practiced by approximately 5% of the total number of parkers during the 10 hours of survey and by 9% of the total during the peak hour of 2 - 3 P.M. These percentages, while not too high when compared to other cities of similar size, are a very definite indication of additional parking demand not met by present facilities.

Two hundred thirty vehicles, or 30% of the total illegal parkers, were found to be double parked for an average of 11 minutes each during the hours of survey. This type of illegal parking is definitely hazardous and adds greatly to the existing congestion on streets in the downtown area.

A more intensive enforcement campaign, coupled with the installation of more 12 minute meters at the curbs where the demand is particularly heavy, should help to reduce double parking. The 12 minute meter should replace the last meter at the ends of each curb face and at alley lines. These locations should make legal parking much easier and consequently more attractive for the short time "errand" parker who is a principal double parking offender. The 12 minute meter standards, and possibly the meter heads, should be painted an identifying color to distinguish them from other types of parking.

CURB PARKING

The average time parked at the curb was found to be 42 minutes for all vehicles. This relatively short time indicates that the two

hour meters, now in place at the curb in locations where parking demand is particularly heavy, should be replaced by one hour meters. It is therefore recommended that this change be made on the following described block faces. Broadway, south face of block 28 and the north face of block 23; Stevens Street, east face of block 20 and the east face of block 16; Pattee Street, west face of block 28, west face of block 23 and the west face of block 13. This change should increase the turnover and make more parking space available in the core of the business district for potential short time shoppers.

ANGLE PARKING

The angle parking, that is now permitted on Pattee Street between Broadway and Main Streets and on Main and Front Streets between Pattee and Higgins Avenue, will probably have to be changed to parallel parking in the near future to facilitate the movement of traffic and reduce accidents on these streets. During peak hours, vehicles attempting to back out from the curb effectively block at least one lane of moving traffic. The resulting congestion will become much worse when the Higgins Avenue bridge is closed for reconstruction and Main and Front Streets become the principal arterials into the business district from the Madison Avenue bridge.

It is estimated that 75 curb spaces will be lost when this change to parallel parking is put into effect. These curb spaces will necessarily have to be replaced by spaces in off street facilities.

LONG RANGE PROGRAM

Future parking demand should parallel traffic volumes on the city

streets of Missoula. From available historical data, it has been conservatively estimated that traffic volumes should increase approximately 5% per year during the next 10 years. By 1967, then, it is estimated that traffic volumes and the corresponding parking demand in the Central Business District will have increased by approximately 60%. This increase in parking demand will result in a shortage of about 250 parking spaces at the end of 10 years. The change to parallel parking with a resulting loss of 75 curb spaces will increase the estimated shortage to 325 spaces.

In order to provide these additional spaces within a reasonable walking distance of the demand, it will probably become necessary to construct a multi-level parking garage or acquire high priced real estate for several additional parking lots.

The island property which the City now owns between the north and south channels of the Clark Fork River might be considered as a potential parking lot in any long range city planning. At the present time, however, this property is too far from the parking demand to warrant improvement as a parking lot.

Any long range planning for future parking facilities should be done by a competent central authority within the structure of the municipal government. Such an authority should be empowered to formulate a long range parking plan to provide parking space as the need develops. The immediate goal of such a plan should be to determine where land is available at a price that would permit its economic use as a parking facility. Acquisition of land now would usually result in a considerable saving at some future date. The agency or authority should also make detailed studies of methods of financing off street parking and submit

proposals to the municipal government for consideration.

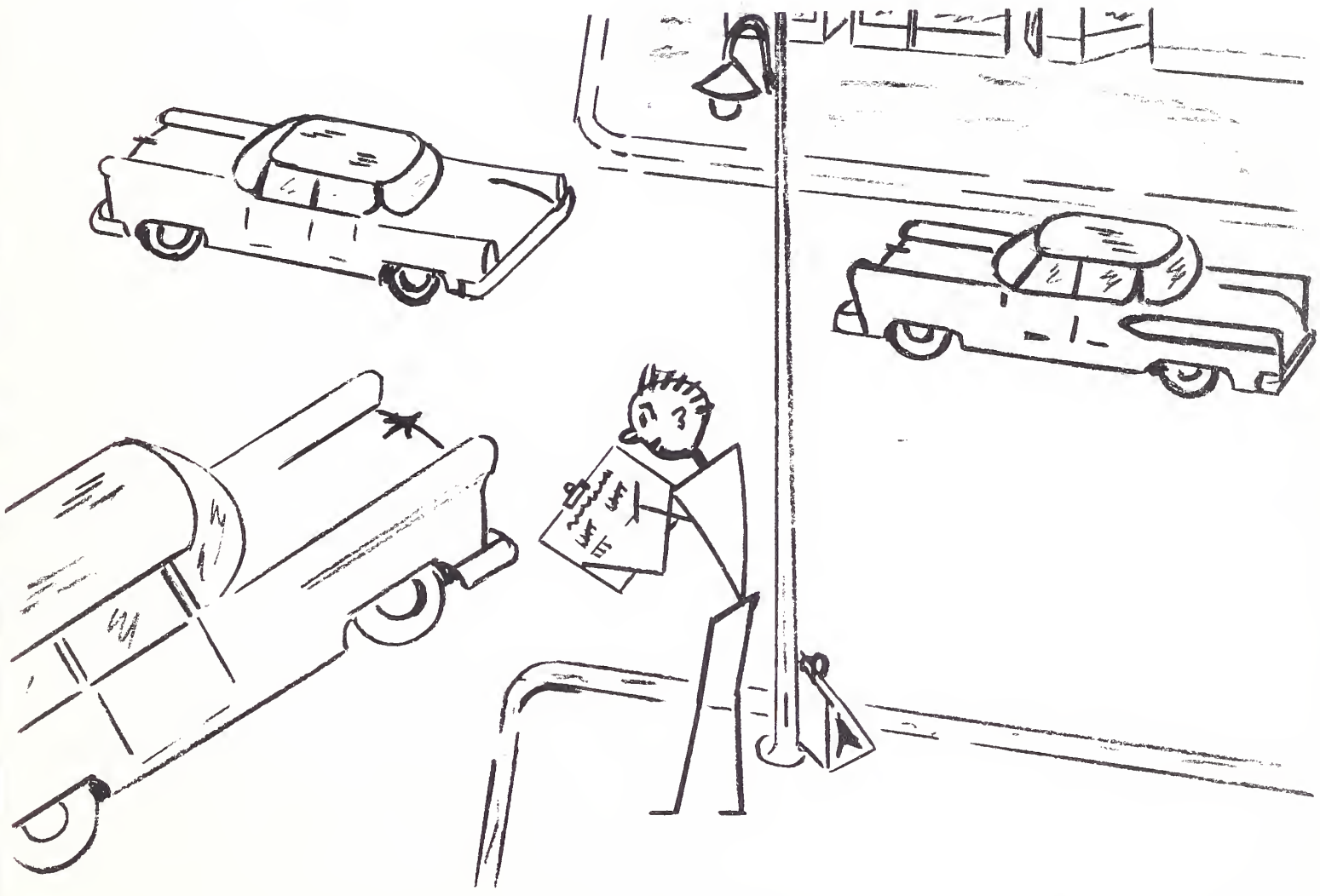
This study has determined the parking supply, usage, present, demand, and potential demand in the Central Business District of Missoula. It is obvious that more parking space is needed at the present time, and based upon traffic volumes and population trends, it is evident that more parking space will be required in the future. Conveniently located parking spaces must be provided if Missoula is to continue to grow and avoid decentralization of the business district. The effects of decentralization can be far more costly to the merchant, property owner and municipal government than a program for the construction of adequate off street parking facilities.

Parkers were interviewed

as they entered lots

and parked at the curb

THE SURVEY



THE SURVEY

At the request of the City of Missoula, the Planning Survey Division of the Montana Highway Commission agreed to conduct a parking survey of the Central Business District. The study was a cooperative project between the Bureau of Public Roads, the City of Missoula and the Montana Highway Commission. Field work began on April 29 and ended May 8, 1957. Conditions noted in this report were in existence at that time.

This survey had two prime objectives. The first was to obtain up-to-date data on the existing supply of parking space and the usage being made of the supply. The second objective was to determine the demand for parking space and the locations where the demand was the greatest. From these data, it is possible to determine how efficiently the existing parking spaces are being used, whether additional spaces are needed, and where additional spaces should be located to satisfy the greatest demand.

The methods used in this study were patterned after those developed by the Bureau of Public Roads and set forth in detail in their latest Parking Study Manual, published in 1957. The basic procedure used in obtaining the desired information was to interview each driver as he parked his vehicle.

Trained interviewers asked three main questions of the drivers of parked passenger cars, trucks and taxi cabs:

1. What is your first destination after parking?

2. What is the purpose of your trip to the Central business district?

3. What is your home address?

Plate 2 on page 24 illustrates the interview card forms used in the survey.

In addition to recording the answers to these three questions on the interview card, the interviewer also noted the license number and type of vehicle, type of parking used, time parked, and time of leaving. At the beginning of each shift before 8 A.M., the interviewer inventoried the number of vehicles parked in h[illegible] area. If these vehicles left before 6 P.M., a regular interview was conducted. An inventory of those vehicles still parked at 6 P.M. was also made in order to obtain the total number of vehicles that parked within the area during the hours of 8 A.M. to 6 P.M.

The interviewing was conducted on week days, Monday through Friday. In addition interviews were taken at two blocks in the core area on Saturday to determine the characteristics of Saturday parking.

The City of Missoula furnished an up to date inventory of all parking facilities in the survey area. The inventory was taken just prior to the survey according to procedures contained in the survey manual.

Plate 3 on page 25 shows the survey area, block numbers and the code number that was assigned to each block face, parking lot and alley for identification purposes.

W A N T E D

Thirty seconds of your time to help solve
MISSOULA'S DOWNTOWN PARKING PROBLEM.

You are about to be interviewed by a representative of the State Highway Department who will ask you three simple questions. Your answers will be kept confidential and used only to determine the solution of the parking problem.

HERE'S YOUR CHANCE TO HELP

Montana State Highway Dept.
Bureau of Public Roads
City of Missoula

PARKING SURVEY

BLOCK _____ DATE _____

FACE _____

LICENSE _____

VEHICLE TYPE

☐ CAR ☐ TRUCK ☐ TAXI

TYPE OF PARKING _____

TIME PARKED

IN _____ OUT _____

TRIP ORIGIN
(STREET AND NUMBER - FIRM OR NAME OF TOWN)

_____

_____

DESTINATION AFTER PARKING
(BUILDING, STORE OR FIRM)

_____

_____

TRIP PURPOSE

☐ SHOP ☐ BUSINESS

☐ WORK ☐ SALES - SERVICE

☐ TRUCK LOAD OR UNLOAD

☐ OTHER

FEET WALKED _____

HOME ADDRESS
(STREET AND NUMBER OR NAME OF TOWN)

_____

_____

_____

REMARKS:

_____

_____

_____

TRANSPORTATION STUDY CITY OF MISSOULA PARKING SURVEY	Date		No. of Carde
	Day	Houre	

Facility Name			TYPE PARKING		
Locetion			Legal Curb	10, Curb, Unrestricted Parallel 11 Curb, Unrestricted, Angle 12 Curb, 3 houre 13 Curb, 12 minutee 14 Curb, 4 houre, metered 15 Curb, 2 hours, metered 16 Curb, 1 hour, metered 17 Curb, 36 minutes, metered	18 Curb, 24 minutee, metered 19 Curb, 12 minutes, metered 20 Curb, 5 minutes, metered 21 Alley, by truck 22 Special permit, legal use 23 Truck load zone, by truck 24 Loading dock, off the street 25 Informal parking
Map No.	Block No.	Fac. No.			
Control ☐	Block ☐☐☐	Facil.Day ☐ ☐	Illegal Parking	30 Theater or hotel entrenae 31 Double parking 32 Bue etop, Taxi etand (cer, truck) 33 Prohibited curb 34 Drive, croeewalk	35 Painted Curb 36 Fire hydrant 37 Alley (by car or texi) 38 Speciel permit (illegal) 39 Truck load zone (cer, truck)
Interviewer					
Coded By	Date		Lots	40 Lot, public, free 41 Lot, public, pay 42 Lot, private, free	43 Lot, privete, pay 44 Lot, muniaipal, free 45 Lot, municipal, pay
Checked By	Date				
Supervieor			Ga. Types	50 Garege, public, free 51 Garage, public, pay 52 Garage, privete, free	53 Garage, private, pay 54 Garege, municipal, free 55 Garege, municipal, pay

Plate 2

MISSOULA PARKING SURVEY
BLOCK & FACILITY NUMBERING SYSTEM
SURVEY AREA
MAY 1957

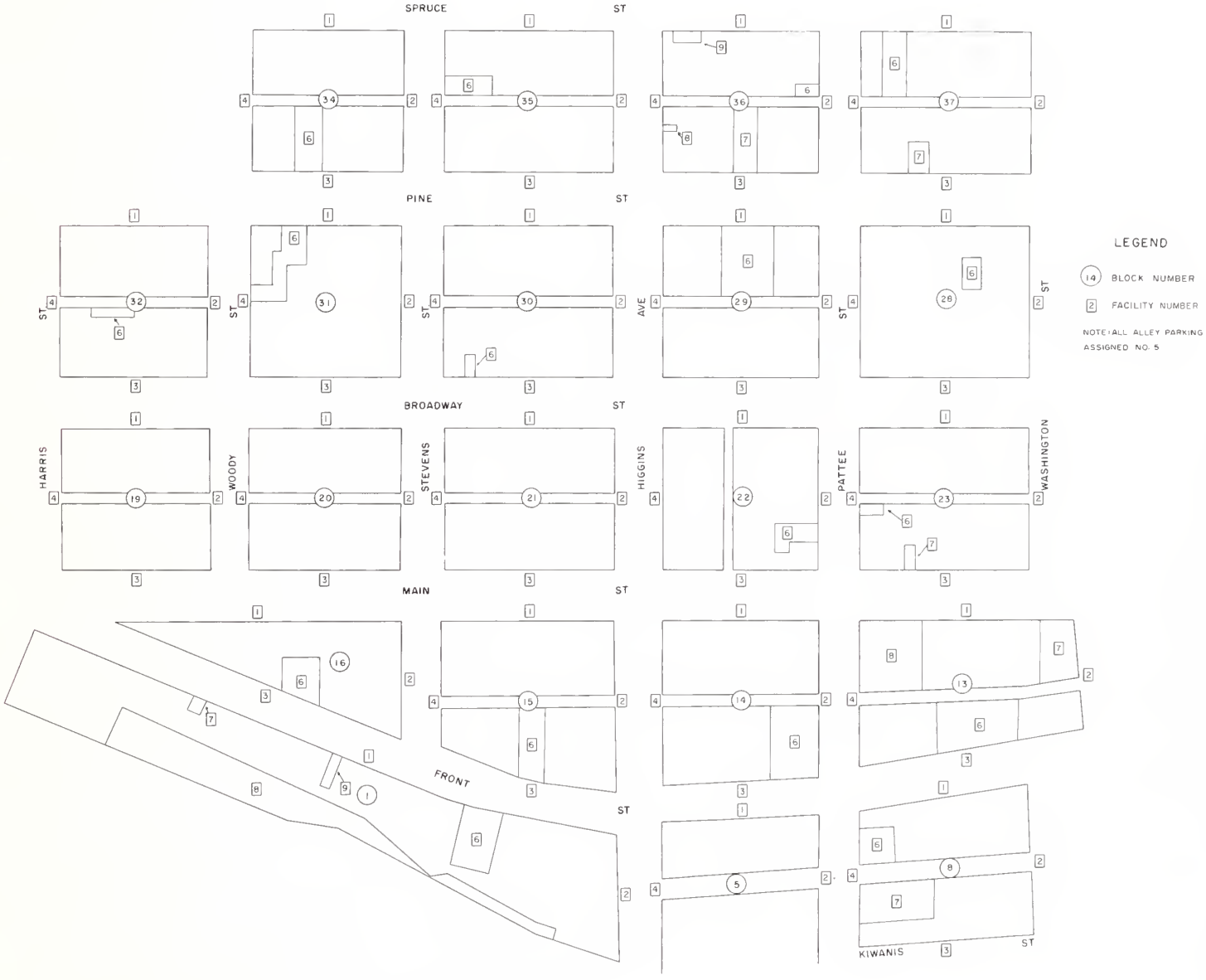
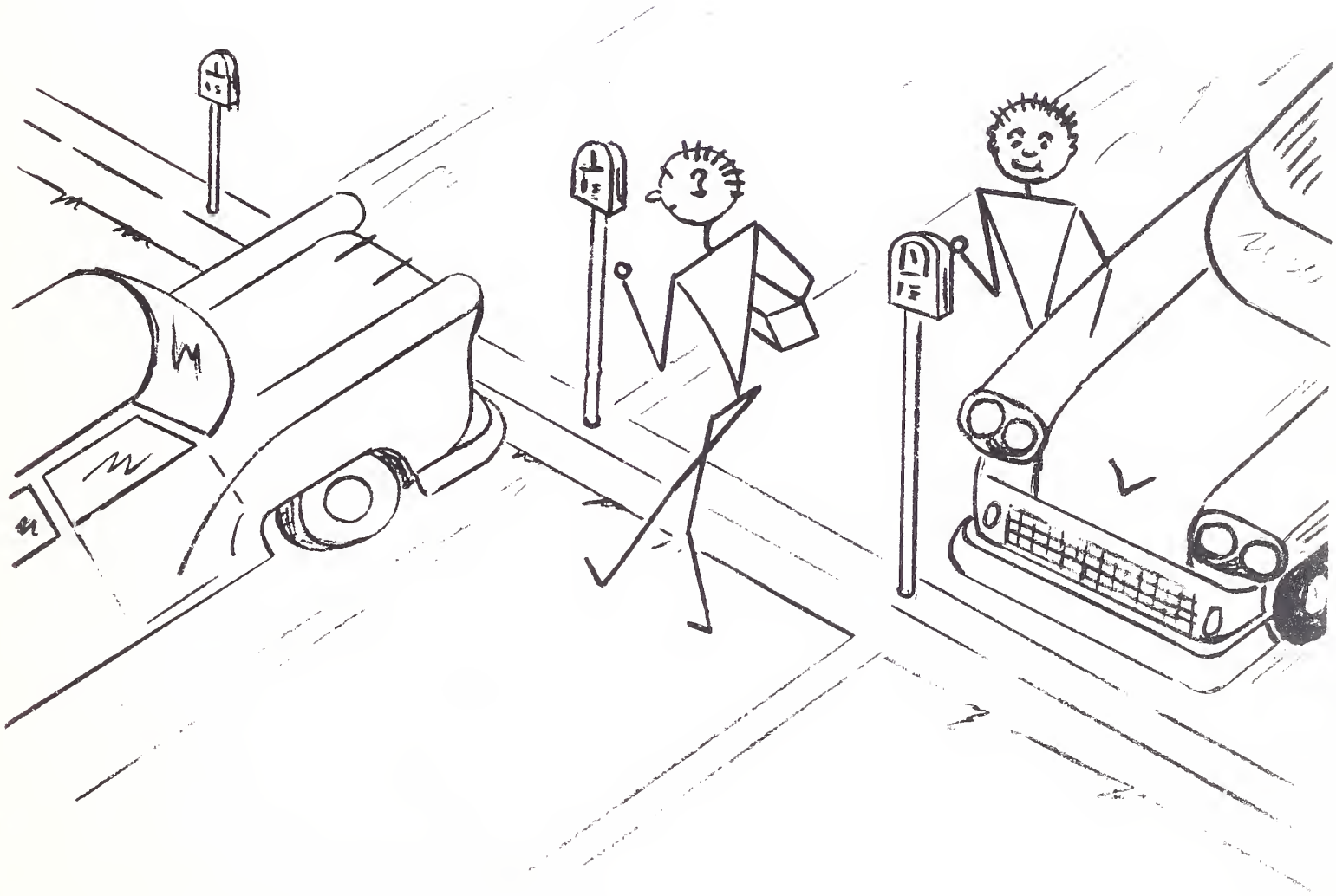


PLATE 3

PARKING FACILITIES



PARKING FACILITIES

SUPPLY

TOTAL SPACES

A complete field inventory of all parking facilities in the survey area was made by City of Missoula personnel just prior to the start of the survey. Restricted space such as taxi stands, truck loading zones, hotel entrances, etc. and prohibited zones such as cross walks, fire hydrants and driveways were also measured and recorded to complete the inventory.

The results of this phase of the survey are listed below and illustrated on plates 4 and 5, pages 34 and 35.

Curb Spaces	Lot Spaces	Garage Spaces	Total
1092	661	210	1963

CURB SPACES

The 1092 legal curb spaces were found to occupy 66% of the total curb footage in the survey area and were grouped by time restrictions as follows:

			Metered Curb			
12 min.	24 min.	36 min.	1 hour	2 hour	4 hour	Total
20	9	10	344	417	84	884

		Non Metered Curb		
5 min.	12 min.	3 hour	Unrestricted	Total
4	4	31	169	208
			GRAND TOTAL	1092

OFF STREET FACILITIES

Parking lots accounted for 661 spaces, or 34%, of the total spaces inventoried in the Central Business District. Garages (one pigeon-

hole and one conventional storage) accounted for 210 spaces or 11% of the total. A summary of the off-street parking facilities follows:

Type of Facility	Number of Lots	Lot Spaces	Number of Garages	Garage Spaces	Total Spaces
Public Free	4	161			161
Private Free	13	261			261
Private Pay	6	113			113
Public Pay	3	126	2	210	336
Totals	26	661	2	210	871

PARKING RATES

Parking rates at the metered curb in Missoula were as follows:

Meter Type	Rate
12 min.	10¢ per hour
24 min.	5¢ per hour
36 min.	5¢ per hour
1 & 2 hour	5¢ per hour
4 hours	$2\frac{1}{2}$¢ per hour

Parking rates at the off-street facilities ranged from free to 25¢ for the first hour of parking. The range found in the rates at pay facilities is summarized as follows:

Time Period	Lots	Garages
Hour	5¢ - 25¢	*
Day	50¢ - 55¢	$1.00 - $ 1.25
Month	$2.00 - $15.00	$17.50 - $25.00

* Garage rates ranged from 50¢ for 1 to 4 hours to 45¢ for 2 hours.

PARKING FACILITIES

USAGE

VEHICLE USAGE AND TURNOVER - AVERAGE WEEKDAY

The following tabulation summarizes the vehicle usage by legal parkers and the turnover at all parking spaces in the Central Business District between the hours of 8 A.M. - 6 P.M. Both passenger cars and trucks were used in this tabulation.

Type of Parking	Number of Spaces	Number of Parked Vehicles	Turnover
Curb	1092	*10631	9.7
Lot	661	1451	2.2
Garage	210	80	0.4
Totals	1963	12162	6.2

* An additional 662 vehicles or 6.2% of the total number of curb parkers were found to be parked illegally in driveways, next to fire hydrants, in theater entrances and double parked.

The highest turnover of 29.7 in 10 hours occurred at the curb in block 28 which is the location of the Post Office and Federal Building. The lowest curb turnover of 2.1 occurred in block 37 near the east edge of the survey area and one block north of the Federal Building.

Turnover in off-street parking lots was generally quite low. The maximum turnover of 21.3 was found in the small customer parking lot in block 36 near the corner of Spruce Street and Higgins Avenue. The second highest turnover of 7.3 occurred in the Missoula Mercantile Customer parking lot in block 14. Several lots averaged one vehicle per space or less during the 10 hours of survey. A complete summary of parking turnover by blocks and facility is contained in Table 7 of the Appendix.

VEHICLE USAGE AND TURNOVER - PEAK HOUR

The peak hour of parking occurred between 2 and 3 in the afternoon. During this one hour, 2,663 vehicles, or 20.8% of the total, were parked within the Central Business District.

The following tabulation summarizes vehicle usage by legal parkers and turnover during the peak hour.

Type of Parking	Number of Spaces	Number of Parked Vehicles	Turnover
Curb	1092	*1907	1.7
Lot	661	516	0.8
Garage	210	69	0.3
Totals	1963	2492	1.3

* An additional 171 vehicles, or 9% of the total curb parkers, were parked in illegal spaces during the peak hour.

PARKING FACILITIES DEMAND

SPACE HOUR DEMAND

In order to properly compare the relative demand for parking space by location, it is necessary to utilize a unit of measurement known as a "space hour", which is the result of multiplying space by time. Space hour demand then, for a certain area, is the number of destinations obtained for that area multiplied by the length of time parked. Space hour usage is the number of vehicles parked in an area times the length of time parked, and space hour supply is the product of the number of legal parking spaces available in an area and either the number of hours of survey or the length of time that parking is permitted during the survey period. Due to the time lost in parking

and unparking, it has been found necessary to reduce the theoretical space hours of supply by a factor to obtain "practical space hours of supply". In Missoula the "practical supply" was found to be approximately 85% of the "theoretical supply". Practical space hour supply has been used in the following charts and tables.

The following table compares actual usage with both theoretical and practical supply for the entire Central Business District from 8 A.M. to 6 P.M.

Type of Parking	Space Hours Actually Used	Space Hours Available		Percent of Practical Usage
		Theoretical	Practical	
Curb	7420	10920	9282	79.9
Lot	4253	6610	5618	75.7
Garages	635	2100	1785	35.6
Total	12308	19630	16685	73.8

The above table shows that all parking spaces in the central business district were actually used to only 74% of their practical capacity from 8 A.M. to 6 P.M. on an average weekday. There were certain blocks in the area however, where the demand for space, as indicated by the destinations, greatly exceeded the available supply. These blocks are considered critical and are shown on plate 6 for the 10 hour period of 8 A.M. - 6 P.M. and on plate 7 for the peak hour of 2 - 3 P.M.

Plate 8 on page 38 illustrates the net deficiency in the critical

areas of parking. These data were compiled by "balancing" the excess space in adjacent blocks within a 300' walking distance of the deficient areas.

MISSOULA PARKING SURVEY

TYPE AND NUMBER OF PARKING SPACES AVAILABLE

MAY, 1957

LEGEND

LOTS
- PUBLIC FREE
- PUBLIC PAY
- PRIVATE FREE
- PRIVATE PAY

GARAGES
- PUBLIC PAY

CURB
- UNRESTRICTED PARALLEL
- UNRESTRICTED ANGLE
- 3 HOUR RESTRICTED
- 12 MINUTE RESTRICTED
- 5 MINUTE RESTRICTED
- 12 MINUTE METER
- 24 MINUTE METER
- 36 MINUTE METER
- 1 HOUR METER
- 2 HOUR METER
- 4 HOUR METER

PLATE 4

MISSOULA PARKING SURVEY

INVENTORY OF PARKING SPACES

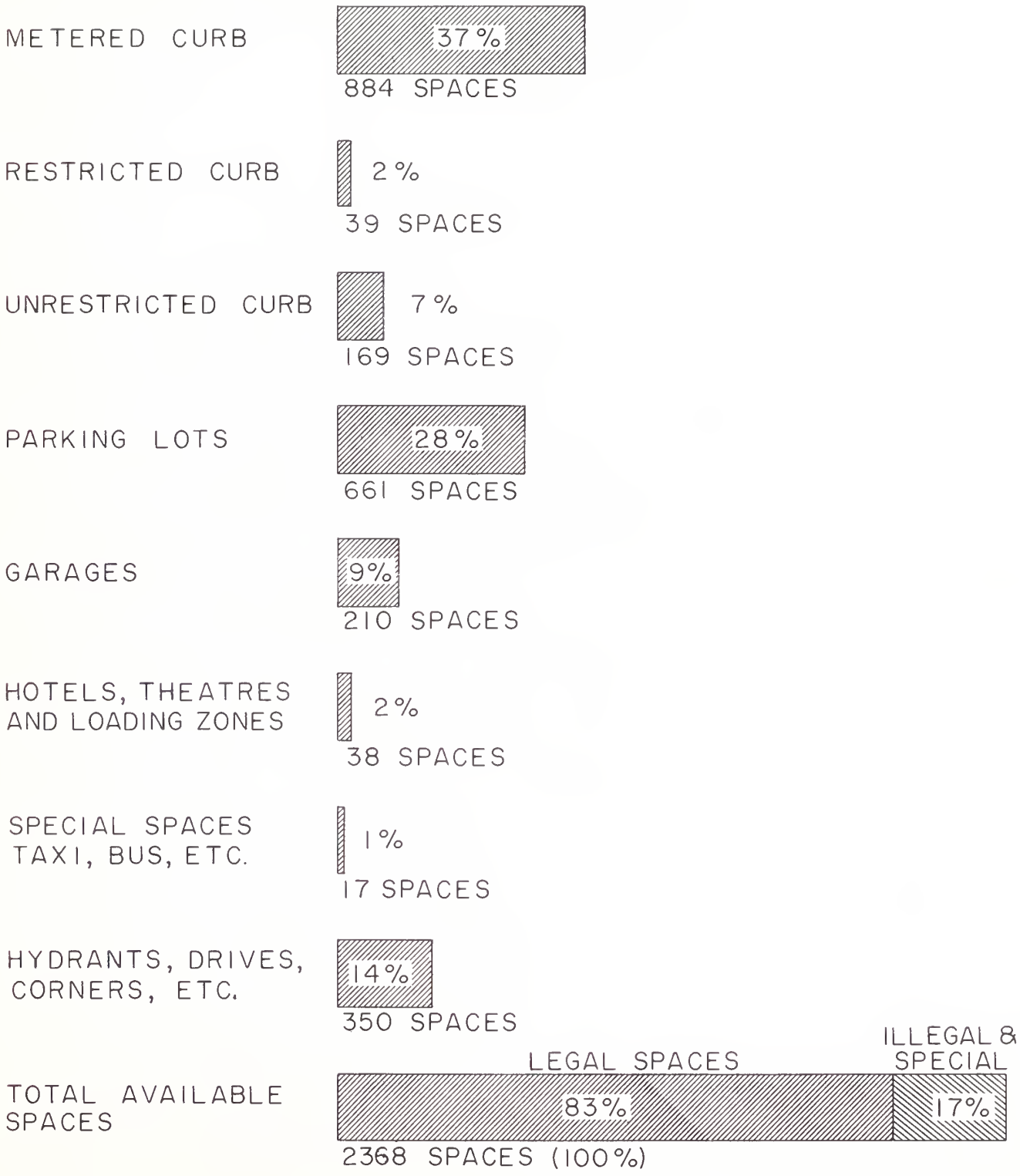


PLATE 5

MISSOULA PARKING SURVEY
SUPPLY, DEMAND AND USAGE OF PARKING SPACE
WEEKDAY 8 AM - 6 PM
MAY 1957

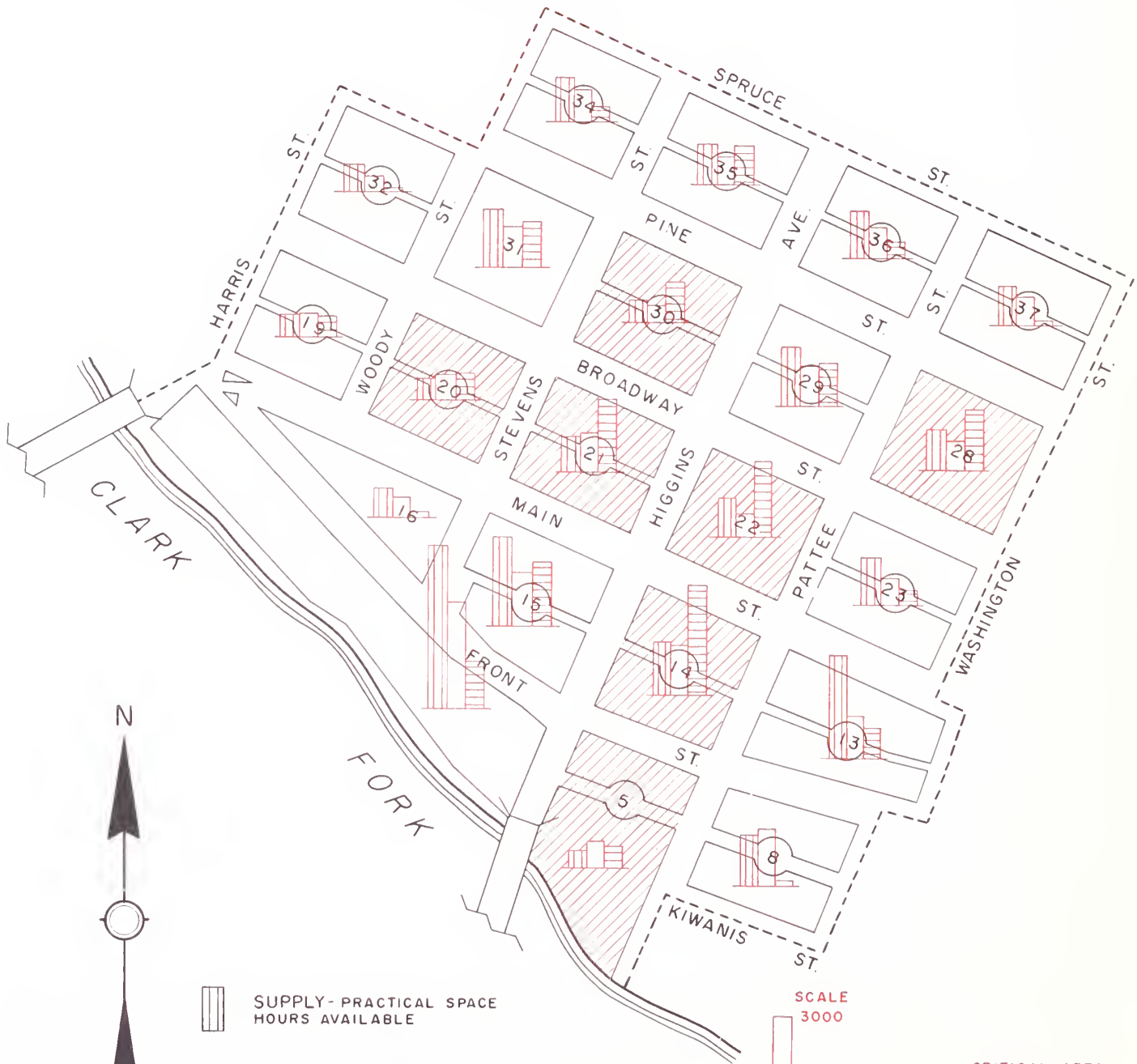


PLATE 6

MISSOULA PARKING SURVEY
SUPPLY, DEMAND AND USAGE OF PARKING SPACE
WEEKDAY - PEAK HOUR 2-3 PM
MAY 1957

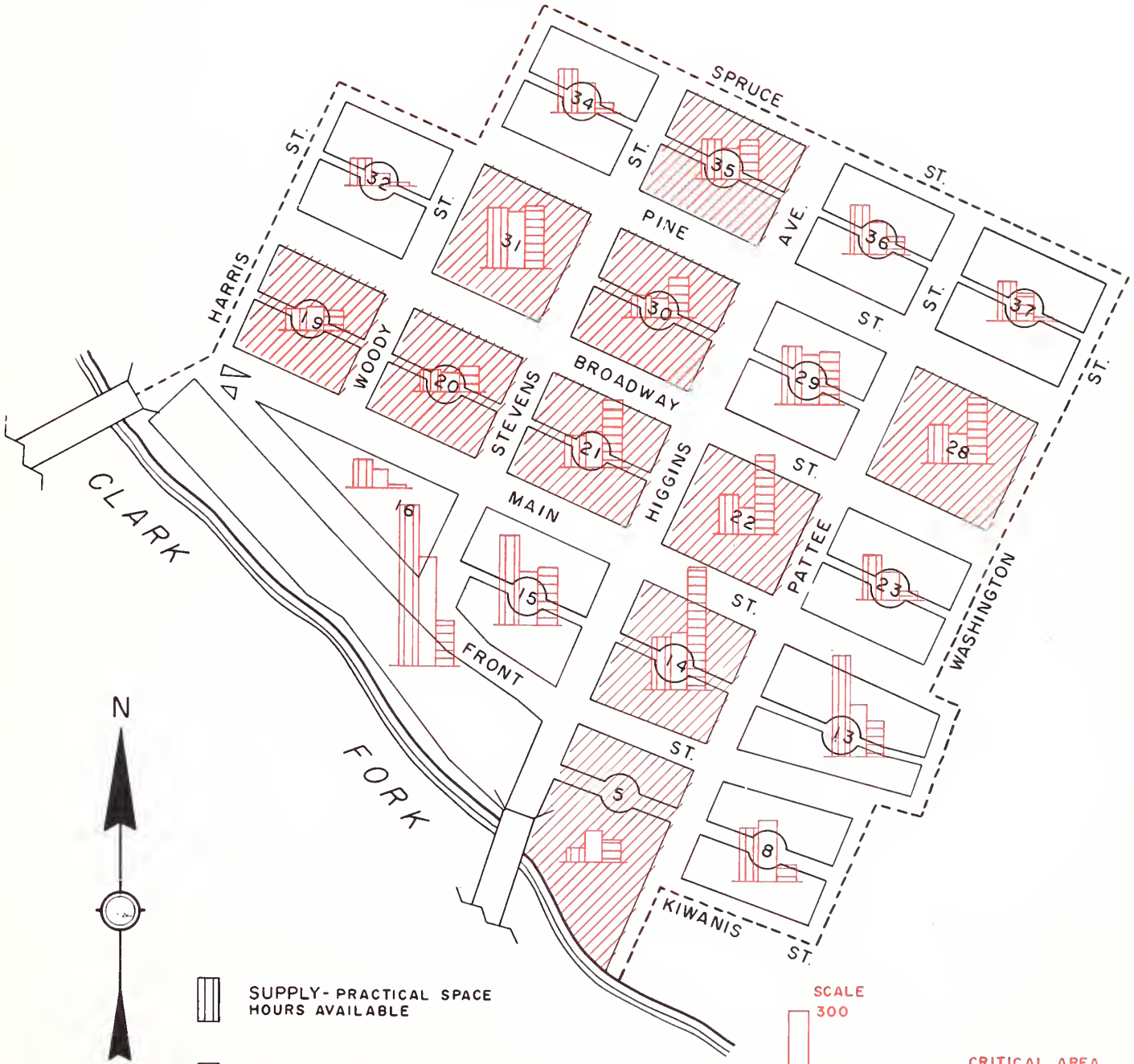


PLATE 7

MISSOULA PARKING SURVEY

ADDITIONAL PARKING SPACES NEEDED BASED ON 300' MAXIMUM WALKING DISTANCE

MAY 1957

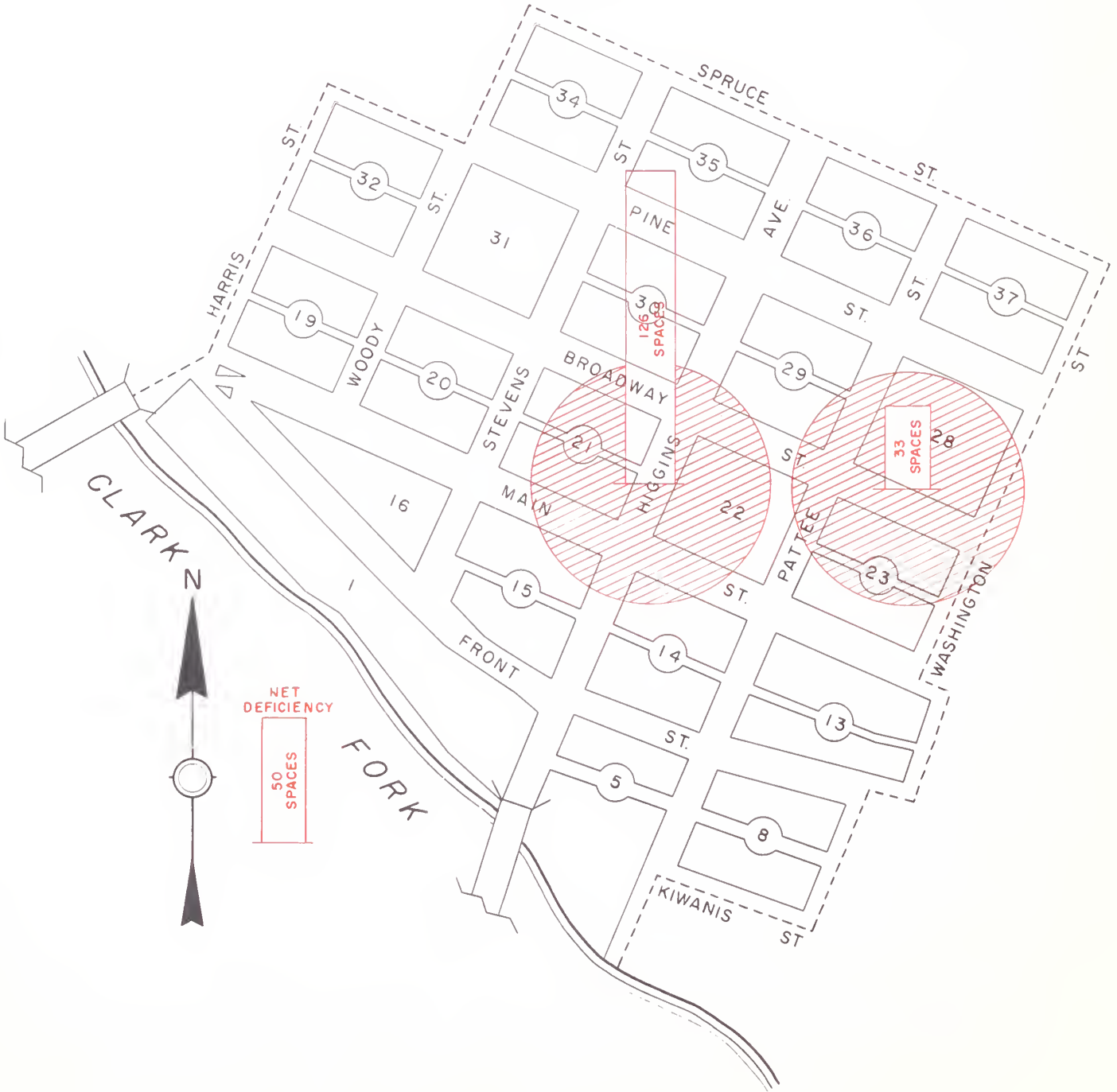
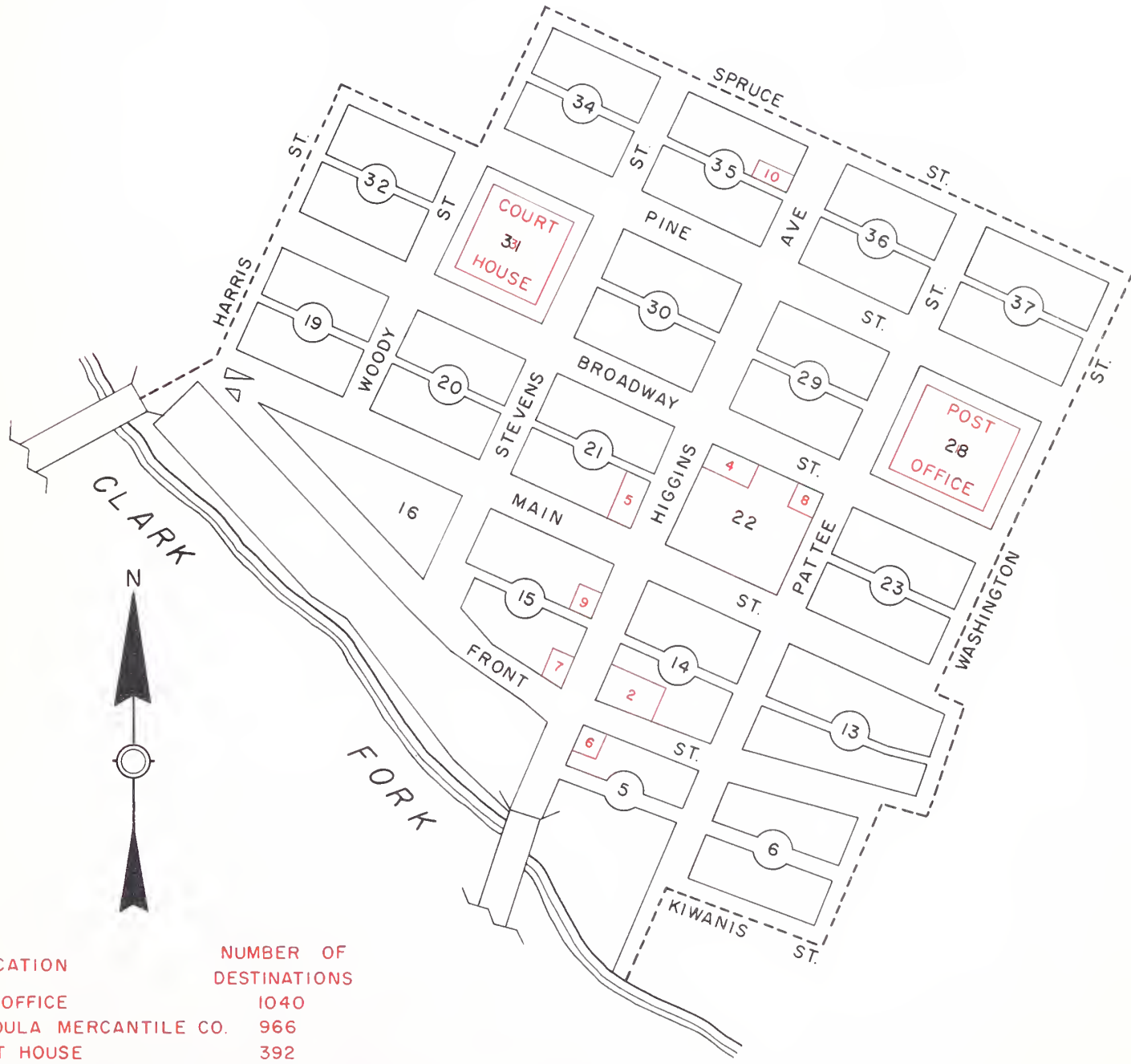


PLATE 8

MISSOULA PARKING SURVEY

TEN PRINCIPAL GENERATORS OF PARKING DEMAND AVERAGE WEEKDAY 8 AM-6 PM



IDENTIFICATION		NUMBER OF DESTINATIONS
1	POST OFFICE	1040
2	MISSOULA MERCANTILE CO.	966
3	COURT HOUSE	392
4	WESTERN MONTANA BANK	392
5	MONTGOMERY WARDS	377
6	FIRST NATIONAL BANK	343
7	FLORENCE HOTEL	255
8	STOP & SHOP GROCERY	216
9	J.C. PENNEY CO.	195
10	GAMBLES STORE	181

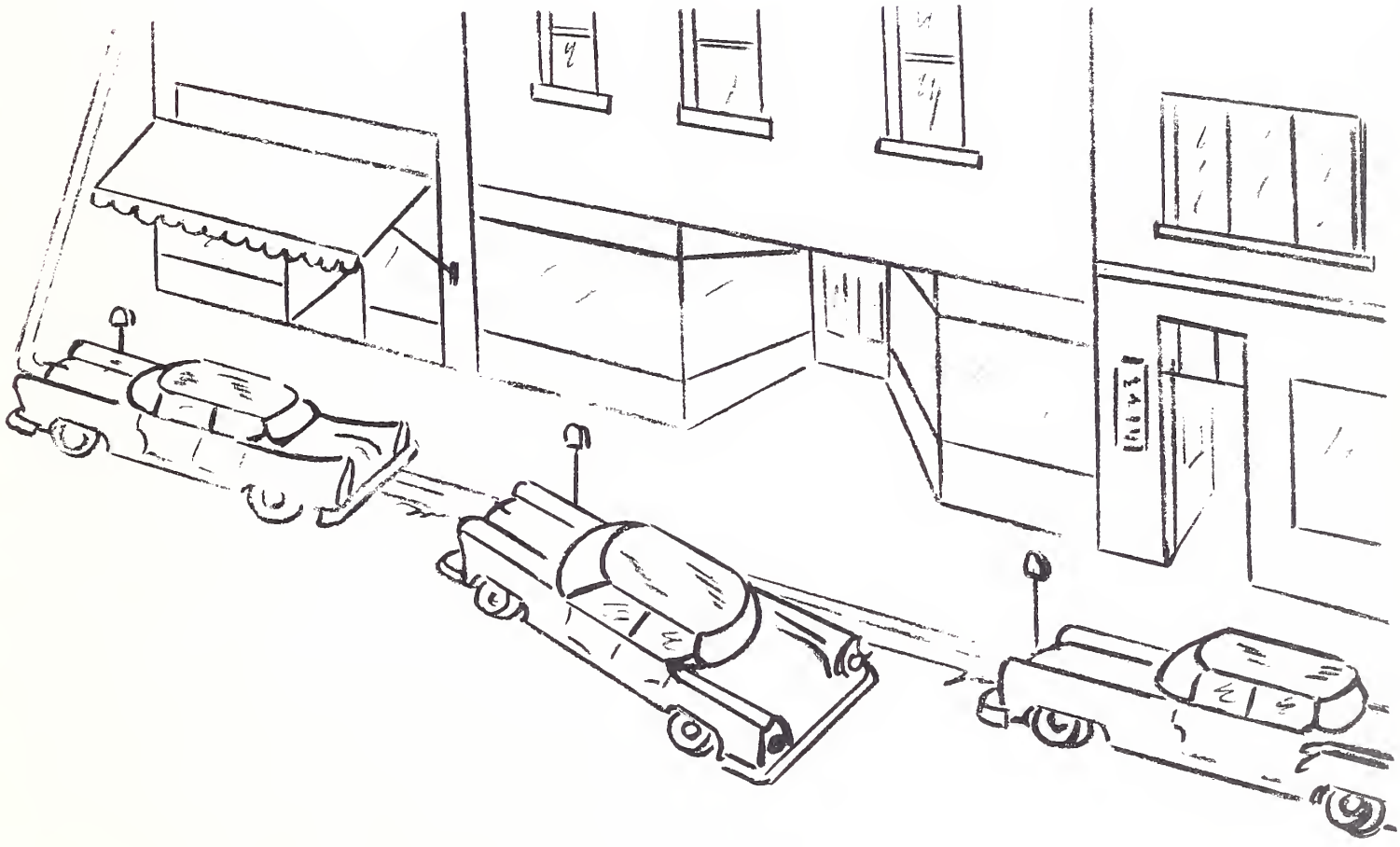
PLATE 9

Off Street Parking

in customer lot

in free city lot

PARKING HABITS



PARKING HABITS

Parking habits of the average motorist must be thoroughly examined in order to intelligently plan facilities to fit his needs. It should be determined when he parks, for how long a time, for what purpose, and how far he will normally walk to his destination after parking. All of these factors are important in the planning, location, and operation of future parking facilities.

Parking Accumulation

Plate 10 on page 46 shows the number of arrivals and departures for each half hour period from 8 A.M. to 6 P.M. and the percent for each period. This tabulation indicates that the maximum half hour period for arrivals at parking spaces was from 12:30 to 1:00 P.M. when 5.8% of all parkers arrived in the area. Forty two percent of the parkers arrived before noon, and 22% arrived during the two hours from 12:30 to 2:30 P.M. The maximum number of vehicles departed from parking spaces in the area during the half hour period from 5:00 to 5:30 P.M. During this half hour 7.4% of all vehicles left the area.

Plate 11 on page 47 illustrates the parking accumulation of all vehicles in the survey area during the hours of 8 A.M. to 6 P.M. The peak hour of parking accumulation occurred between 2 and 3 P.M. It will be noted however that the morning peak between 10 and 11 A.M. was almost as great and that the accumulation was very steady from 2 to 4 in the afternoon.

Length of Time Parked & Distance Walked by Trip Purpose

Plate 12 on page 48 graphically illustrates a few of the parking

characteristics of the Missoula motorist. The following tabulation summarizes these data in a slightly different manner.

Curb, Lots & Garages

Trip Purpose	No. of Vehicles	Percent Of Total	Average Time Parked	Average Distance Walked
Shop	4133	32.2	32 min.	279 feet
Business	4933	38.6	32 min.	238 feet
Work	1095	8.5	4 hrs.-4 min.	402 feet
Sales-Service	313	2.5	40 min.	227 feet
Load-Unload	284	2.2	8 min.	146 feet
Other	1157	9.0	39 min.	265 feet
Unknown	899	7.0	1 hr.-46 min.	
Total	12824	100.0	57 min.	270 feet

Our analyses showed that 46% of the total vehicles parked in all facilities for 15 minutes or less, 65% parked for 30 minutes or less, 78% parked for 1 hour or less, and 6% parked for over four hours.

The average distance walked in Missoula after parking was 270 feet compared to 293 feet in the average city of similar size. Of the total number of parkers interviewed, 16% walked 50 feet or less to their destination after parking, 50% walked 250 feet or less, and 61% walked 350 feet or less. The average length of one city block in Missoula's central business district is approximately 350 feet.

OVERTIME PARKING

Overtime parking, whether it is done by meter feeding or by taking a chance on "getting by", uses time and space that could be used by other motorists. This practice in Missoula resulted in the loss of 1117 curb

space hours that could have provided space for one hour for 936 additional vehicles.

The following tabulation illustrates the amount of overtime parking at the curb by time restrictions and the number of additional vehicles that could have parked if all parkers had complied fully with the time restrictions in effect.

Time Restrictions	Total Number Parked	Overtime Parking Number	Overtime Parking Hours	Additional Vehicles That Could Park **
* 5 min.	307	16	7.1	72
12 min.	712	130	20.2	85
*12 min.	96	24	17.1	72
24 min.	88	14	6.4	13
36 min.	233	8	8.2	11
1 Hr.	4730	620	613.0	521
2 Hr.	3253	230	293.5	124
*3 Hr.	55	38	96.0	27
4 Hr.	260	46	56.0	11
Totals	9734	1099	1117.5	936

* Restricted but not metered ** Based on practical space hours

Table 8 of the appendix shows a total of 353 vehicles that parked at either metered or unrestricted curb in the Central Business District for periods of from 4 to 10 hours. These "long time" curb parkers represented only 3.3% of the total number of vehicles parked at the legal curb but they were guilty of using 2233 space hours or one third of the total curb space hours used by all vehicles. They were also guilty of depriving approximately 1500 additional vehicles of parking space for 1 hour.

SATURDAY PARKING

Saturday interviews were conducted at the curb on all four faces of block 15 and on faces 1 and 4 of block 21 to determine some of the characteristics of Saturday parkers.

Although the sample obtained on Saturday was quite small, it indicated that the total number of Saturday parkers was approximately equal to the number on an average weekday. The average length of time parked at the curb, however, was 10% longer on Saturday, and the number of vehicles parked in illegal spaces increased from 6% on weekdays to 11% on Saturday. Shoppers increased from 47% on weekdays to 58% on Saturday with a corresponding decrease in business activities.

ORIGIN OF PARKED VEHICLES

Plate 13 on page 49 illustrates the origins of all parkers interviewed in the survey area. Of the 10,320 known origins, 68% came from the Missoula metropolitan area, 18% were from Missoula County outside the metropolitan area, 10% were from other Montana counties and 4% were from out of State. Three percent of the total parkers originated in the survey area.

ARRIVAL & DEPARTURE OF ALL VEHICLES

Time	No. of Veh. Arriving	Percent of All Arrivals	No. of Veh. Departing	Percent of all Departures	Accumulatio of Parkers
Parked at 8:00 A.M.	607	4.7			607
8:00 - 8:30	459	3.6	238	1.9	828
8:30 - 9:00	546	4.3	375	2.9	999
9:00 - 9:30	646	5.0	442	3.4	1203
9:30 - 10:00	635	4.9	505	3.9	1333
10:00 - 10:30	659	5.1	592	4.6	1400
10:30 - 11:00	620	4.8	634	4.9	1386
11:00 - 11:30	618	4.8	633	4.9	1371
11:30 - Noon	645	5.0	807	6.3	1209
Noon - 12:30 P.M.	563	4.4	687	5.4	1085
12:30 - 1:00	738	5.8	587	4.6	1236
1:00 - 1:30	717	5.6	583	4.6	1370
1:30 - 2:00	684	5.3	639	5.0	1415
2:00 - 2:30	664	5.2	621	4.8	1458
2:30 - 3:00	584	4.6	626	4.9	1416
3:00 - 3:30	530	4.1	552	4.3	1394
3:30 - 4:00	623	4.9	640	5.0	1377
4:00 - 4:30	625	4.9	701	5.5	1301
4:30 - 5:00	692	5.4	828	6.5	1165
5:00 - 5:30	637	5.0	954	7.4	848
5:30 - 6:00	332	2.6	637	5.0	543
Parked at 6:00 P. M.			543	4.2	543
Total	12824	100.0	12824	100.0	

MISSOULA PARKING SURVEY
ACCUMULATION OF PARKERS
IN THE CENTRAL BUSINESS DISTRICT

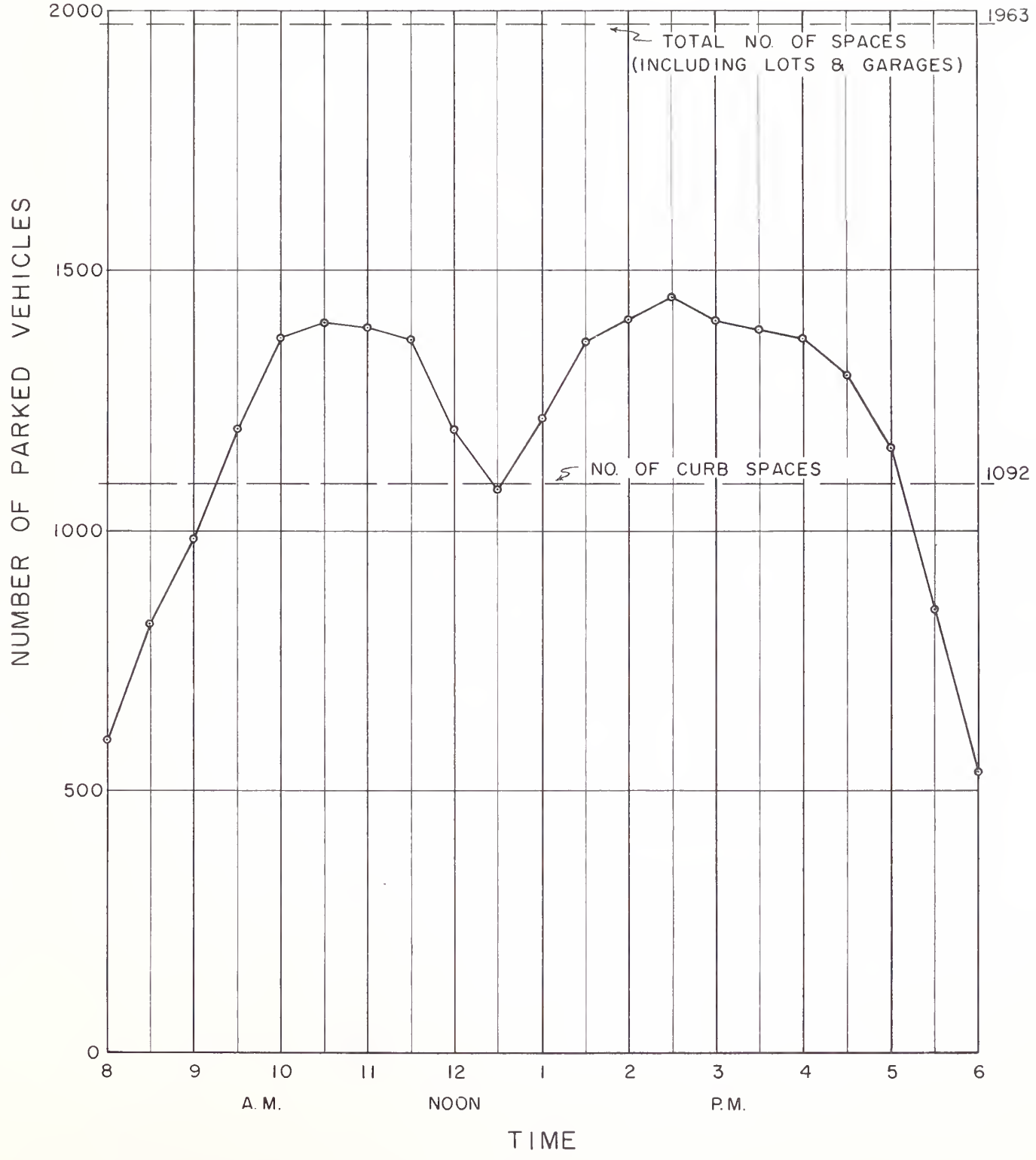


PLATE 11

MISSOULA PARKING SURVEY
AVERAGE DISTANCE WALKED
AND AVERAGE TIME PARKED
BY TRIP PURPOSE

FOR THIS PURPOSE	THESE VEHICLES	PARKED AN AVERAGE TIME	AND	WALKED AN AVERAGE DISTANCE
SHOP	4133 32.2%	32 MIN		279 FT
BUSINESS	4943 38.6%	32 MIN		238 FT
WORK	1095 8.5%	4 HR 4 MIN		402 FT
SALES & SERVICE	313 2.5%	40 MIN		227 FT
LOAD - UNLOAD	284 2.2%	8 MIN		146 FT
OTHER	1157 9.0%	39 MIN		265 FT
NO CONTACT REFUSED	899 7.0%	1 HR 46 MIN.		UNKNOWN
ALL PURPOSES	12824 100.0%	57 MIN.		270 FT.

PLATE 12

MISSOULA PARKING SURVEY
ORIGIN OF PARKERS IN
CENTRAL BUSINESS DISTRICT
MAY 1957 8AM-6PM

PLATE 13

APPENDIX

TABLE 1
NUMBER OF PUBLIC PARKING PLACES AND NUMBER OF SPACE HOURS
OF PARKING AVAILABLE AT EACH TYPE OF FACILITY IN EACH BLOCK OF
THE CENTRAL BUSINESS DISTRICT
8 A.M - 6 P.M.

Block and Facility	Kind of Parking: Curb. Restrictions: 5 Min.*	12 Min.	12 Min.*	24 Min.	36 Min.	1 Hr.	2 Hr.	3 Hr.*	4 Hr.	Unr.	Total Curb	Space Hours	Lots: Public Free	Private Free	Private Pay	Public Pay	Total Lots	Space Hrs.	Garages: Public Pay	Total	Space Hrs.	Grand Total: Spaces	Space Hrs.
01		-																					
1				5		7	44				56	560										56	560
2						8					8	80										8	80
6																			90	90	900	90	900
7														4			4	40				4	40
8													136				136	1360				136	1360
9															14		14	140				14	140
Sub Total				5		15	44				64	640	136	4	14		154	1540	90	90	900	308	3080
05																							
1		3				9					12	120										12	120
2						3				11	14	140										14	140
4		3									3	30										3	30
Sub Total		6				12				11	29	290										29	290
08																							
1							9			3	12	120										12	120
2										15	15	150										15	150
4							5			10	15	150										15	150
6														43			43	430				43	430
7														14			14	140				14	140
Sub Total							14			28	42	420		57			57	570				99	990
13																							
1				1			32				33	330										33	330
2										17	17	170										17	170
3							13			5	18	180										18	180
4							11				11	110										11	110
6														37			37	370				37	370
7														25			25	250				25	250
8																51	51	510				51	510
Sub Total				1			56			22	79	790		62		51	113	1130				192	1920
14																							
1						23					23	230										23	230
2						8					8	80										8	80
3						26					26	260										26	260
4						10					10	100										10	100
6														34			34	340				34	340
Sub Total						67					67	670		34			34	340				101	1010
15																							
1						26					26	260										26	260
2						10					10	100										10	100
3						9					9	90										9	90
4						6					6	60										6	60
6																			120	120	1200	120	1200
Sub Total						51					51	510							120	120	1200	171	1710
16																							
1							21				21	210										21	210
2							3				3	30										3	30
3							10				10	100										10	100
6															15		15	150				15	150
Sub Total							34				34	340			15		15	150				49	490
19																							
1										9	9	90										9	90
2							13				13	130										13	130
3							10				10	100										10	100
4										11	11	110										11	110
Sub Total							23			20	43	430										43	430
20																							
1						5	3				8	80										8	80
2							15				15	150										15	150
3		1					4				5	50										5	50
4							13			4	17	170										17	170
Sub Total		1				5	35			4	45	450										45	450

TABLE 1
NUMBER OF PUBLIC PARKING PLACES AND NUMBER OF SPACE HOURS
OF PARKING AVAILABLE AT EACH TYPE OF FACILITY IN EACH BLOCK OF
THE CENTRAL BUSINESS DISTRICT
8 A.M. - 6 P.M.

Block and Facility	Kind of Parking																					Grand Total	
	Curb. Restrictions												Lots						Garages				
	* 5 Min.	12 Min.	* 12 Min.	24 Min.	36 Min.	1 Hr.	2 Hr.	* 3 Hr.	4 Hr.	Unr.	Total Curb	Space Hours	Public Free	Private Free	Private Pay	Public Pay	Total Lots	Space Hrs.	Public Pay	Total	Space Hrs.	Spaces	Space Hrs.
21																							
1						10					10	100										10	100
2						9					9	90										9	90
3		2				25					27	270										27	270
4						21					21	210										21	210
Sub Total		2				65					67	670										67	670
22																							
1		2			1	8					11	110										11	110
2		1			7	7					15	150										15	150
3		1				15	1				17	170										17	170
4		1		1		8					10	100										10	100
6														25			25	250				25	250
Sub Total		5		1	8	38	1				53	530		25			25	250				78	780
23																							
1							8				8	80										8	80
2										11	11	110										11	110
3							21				21	210										21	210
4						4	3				7	70										7	70
6															12		12	120				12	120
7														15			15	150				15	150
Sub Total						4	32			11	47	470		15	12		27	270				74	740
28																							
1									15		15	150										15	150
2									11		11	110										11	110
3						3	9				12	120										12	120
4	4	5					11				20	200										20	200
6														15			15	150				15	150
Sub Total	4	5				3	20		26		58	580		15			15	150				73	730
29																							
1						7	10				17	170										17	170
2						12					12	120										12	120
3						10					10	100										10	100
4		1				9					10	100										10	100
6																60	60	600				60	600
Sub Total		1				38	10				49	490				60	60	600				109	1090
30																							
1							11				11	110										11	110
2				1		9					10	100										10	100
3				1		6					7	70										7	70
4						6					6	60										6	60
6													8				8	80				8	80
Sub Total				2		21	11				34	340	8				8	80				42	420
31																							
1							23				23	230										23	230
2							13				13	130										13	130
3							12				12	120										12	120
4									26		26	260										26	260
6														36			36	360				36	360
Sub Total							48		26		74	740		36			36	360				110	1100
32																							
1								13			13	130										13	130
2									6		6	60										6	60
3									2		6	60										6	60
4										14	14	140										14	140
6													10				10	100				10	100
Sub Total			4					13	8	14	39	390	10				10	100				49	490
34																							
1								12			12	120										12	120
2							4	6			10	100										10	100
3							8			6	14	140										14	140

TABLE 1
NUMBER OF PUBLIC PARKING PLACES AND NUMBER OF SPACE HOURS
OF PARKING AVAILABLE AT EACH TYPE OF FACILITY IN EACH BLOCK OF
THE CENTRAL BUSINESS DISTRICT
8 A.M. - 6 P.M.

Block and Facility	KIND OF PARKING																							
	Curb. Restrictions												Lots						Garages			Grand Total	
	* 5 Min.	12 Min.	* 12 Min.	24 Min.	36 Min.	1 Hr.	2 Hr.	* 3 Hr.	4 Hr.	Unr.	Total Curb	Space Hours	Public Free	Private Free	Private Pay	Public Pay	Total Lots	Space Hrs.	Public Pay	Total	Space Hrs.	Spaces	Space Hrs.
4										22	22	220										22	220
6							12	18		28	58	580			25		25	250				25	250
Sub Total															25		25	250				83	830
35																							
1							18				18	180										18	180
2						8					8	80										8	80
3					2		24				26	260										26	260
4						7					7	70										7	70
6															20		20	200				20	200
Sub Total					2	15	42				59	590			20		20	200				79	790
36																							
1							19				19	190										19	190
2							6			5	11	110										11	110
3						4	10				14	140										14	140
4						6					6	60										6	60
6														4			4	40				4	40
7															28		28	280				28	280
8														5			5	50				5	50
9														4			4	40				4	40
Sub Total						10	35			5	50	500		13	28		41	410				91	910
37																							
1										15	15	150										15	150
2										11	11	110										11	110
3									13		13	130										13	130
4									11		11	110										11	110
6															14		14	140				14	140
7													7				7	70				7	70
Sub Total									24	26	50	500	7		14		21	210				71	710
Total	4	20	4	9	10	344	417	31	84	169	1092	10920	161	261	139	126	661	6610	210	210	2100	1963	19630

* Not metered

TABLE 1A

INVENTORY OF CURB SPACE IN THE CENTRAL BUSINESS DISTRICT
OF MISSOULA

BLOCK	Pub. Parking		Restricted							Off St. Truck Loading Berths (Feet)	Prohibited	Total Feet
	No. of Spaces	Feet	Loading Zones	Bus Stops	Hotel Theater Entrances	Special Permit	Taxi Stands	Total Spaces Restricted	Total Feet Restricted		Hydrants Driveways Corners, Etc.	
1	64	968	56					2	56	80	426	1530
5	29	505	76	36				4	112		209	826
8	42	764									175	939
13	79	1188			18			1	18		277	1483
14	67	935		45				2	45		330	1310
15	51	836		55	99		33	7	187		322	1345
16	34	550	108					5	108		927	1585
19	43	803									413	1216
20	45	638	102		15			5	117		471	1226
21	67	946		87	71			6	158		176	1280
22	53	814		30				1	30		412	1256
23	47	803		28				1	28		485	1316
28	58	1056									281	1337
29	49	891	52	55				6	107		256	1254
30	34	616	80	26	22			5	128		575	1319
31	74	1063									229	1292
32	39	792									429	1221
34	58	880									309	1189
35	59	814	42	46				4	88		380	1282
36	50	737	47					4	47		443	1227
37	50	1100				54		2	54		178	1332
Totals	1092	17699	563	408	225	54	33	55	1283	80	7703	26765
Percent		66.1	2.1	1.5	0.9	0.2	0.1		4.8	0.3	28.8	100.0

TABLE 3

NUMBER OF VEHICLES PARKED CLASSIFIED BY
TYPE OF VEHICLE AND TYPE OF PARKING
WEEKDAY 8 A.M. TO 6 P.M.

TYPE OF FACILITY	PASSENGER CARS	TRUCKS	TAXIS	TOTAL	PERCENT
Curb - Legal					
Unrestricted Parallel	149	22		171	1.3
Unrestricted Angle	224	32	1	257	2.0
3 Hour Restricted	51	4		55	0.4
12 Min Restricted	83	12	1	96	0.7
4 Hour Metered	230	30		260	2.0
2 Hour Metered	2834	413	6	3253	25.4
1 Hour Metered	4337	388	5	4730	36.9
36 Min. Metered	203	29	1	233	1.8
24 Min. Metered	80	8		88	0.7
12 Min. Metered	650	61	1	712	5.6
5 Min. Restricted	286	21		307	2.4
Alley, by truck		37		37	0.3
Special Permit, legal	16	6	1	23	0.2
Truck Load Zone, truck		144		144	1.1
Loading Dock, Off Street		14		14	0.1
Informal Parking	237	14		251	2.0
Total vehicles parking at legal curb	9380	1235	16	10631	82.9
Illegal					
Theater or Hotel Entrance	53	4	2	59	0.5
Double Parking	117	107	6	230	1.8
Bus Stop (car,truck)	16	4		20	0.1
Prohibited Curb	8	1		9	0.1
Drive, Crosswalk	53	29		82	0.6
Painted Curb	73	26	2	101	0.8
Fire Hydrant	4	5		9	0.1
Alley, by car, taxi	76			76	0.6
Special Permit, Illegal	1	1		2	0.0
Truck Load Zone (Car)	72		2	74	0.6
Total vehicles parking at illegal curb	473	177	12	662	5.2
Total vehicles parking at curb	9853	1412	28	11293	88.1
Lots					
Lot, Public, Free	220	41		261	2.0
Lot, Private, Free	680	62	1	743	5.8
Lot, Private, Pay	241	12		253	2.0
Lot, Public, Pay	186	8		194	1.5
Total vehicles parking in lots	1327	123	1	1451	11.3
Garages					
Garage, public, pay	80			80	0.6
Total vehicles parking in garages	80			80	0.6
Total vehicles parked	11260	1535	29	12824	100.0
Percent each type of vehicle	87.8	12.0	0.2	100.0	

TABLE 4

THE NUMBER OF VEHICLES ENTERING AND LEAVING
PARKING SPACES IN THE CENTRAL BUSINESS DISTRICT
IN EACH HALF HOUR, AND THE ACCUMULATION OF PARKED VEHICLES

TIME PERIOD	KIND OF VEHICLES								
	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
Parked at 8:00 A.M.	562		562	45		45	607		607
8:00 to 8:30	364	189	737	95	49	91	459	238	828
8:30 to 9:00	459	297	899	87	78	100	546	375	999
9:00 to 9:30	550	351	1098	96	91	105	646	442	1203
9:30 to 10:00	528	406	1220	107	99	113	635	505	1333
10:00 to 10:30	582	510	1292	77	82	108	659	592	1400
10:30 to 11:00	504	537	1259	116	97	127	620	634	1386
11:00 to 11:30	516	517	1258	102	116	113	618	633	1371
11:30 to 12:00	573	707	1124	72	100	85	645	807	1209
12:00 to 12:30 P.M.	511	626	1009	52	61	76	563	687	1085
12:30 to 1:00	671	532	1148	67	55	88	738	587	1236
1:00 to 1:30	648	526	1270	69	57	100	717	583	1370
1:30 to 2:00	612	563	1319	72	76	96	684	639	1415
2:00 to 2:30	582	548	1353	82	73	105	664	621	1458
2:30 to 3:00	521	555	1319	63	71	97	584	626	1416
3:00 to 3:30	467	488	1298	63	64	96	530	552	1394
3:30 to 4:00	574	587	1285	49	53	92	623	640	1377
4:00 to 4:30	568	637	1216	57	64	85	625	701	1301
4:30 to 5:00	618	744	1090	74	84	75	692	828	1165
5:00 to 5:30	574	871	793	63	83	55	637	954	848
5:30 to 6:00 P.M.	305	591	507	27	46	36	332	637	543

TABLE 5

THE NUMBER OF VEHICLES ENTERING AND LEAVING CURB, LOT, AND GARAGE SPACES IN THE CENTRAL BUSINESS DISTRICT IN EACH HALF HOUR AND THE ACCUMULATION OF PARKED VEHICLES

TIME PERIOD	KIND OF PARKING								
	CURB			LOTS			GARAGES		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
Parked at 8:00 A.M.	403		403	146		146	58		58
8:00 to 8:30	386	234	555	69	4	211	4		62
8:30 to 9:00	463	365	653	79	8	282	4	2	64
9:00 to 9:30	554	427	780	90	15	357	2		66
9:30 to 10:00	561	469	872	74	36	395			66
10:00 to 10:30	604	564	912	53	26	422	2	2	66
10:30 to 11:00	563	576	899	57	58	421			66
11:00 to 11:30	563	584	878	53	49	425	2		68
11:30 to 12:00	593	697	774	50	110	365	2		70
12:00 to 12:30 P.M.	502	592	684	61	93	333		2	68
12:30 to 1:00	656	544	796	80	43	370	2		70
1:00 to 1:30	631	540	887	84	43	411	2		72
1:30 to 2:00	590	570	907	94	66	439		3	69
2:00 to 2:30	588	550	945	76	71	444			69
2:30 to 3:00	520	563	902	64	63	445			69
3:00 to 3:30	485	491	896	45	61	429			69
3:30 to 4:00	556	570	882	65	67	427	2	3	68
4:00 to 4:30	556	602	836	69	93	403		6	62
4:30 to 5:00	632	702	766	60	126	337			62
5:00 to 5:30	579	774	571	58	174	221		6	56
5:30 to 6:00 P.M.	308	493	386	24	144	101			56

TABLE 6

NUMBER OF VEHICLES PARKED, CLASSIFIED ACCORDING TO TYPE OF PARKING FACILITY AND PURPOSE OF TRIP WEEKDAY 6 A.M. TO 6 P.M.

Code No.	Type of Facility	1 Shopping	2 Business	3 Work	4 Sales & Service	5 Load & Unload	6 Other	7 & 8 Unknown	Total	Percent
	Curb									
	Legal									
10	Unrestricted Parallel	22	16	81	4		9	39	171	1.3
11	Unrestricted Angle	42	82	60	6	3	39	25	257	2.0
12	3 Hour Restricted	7	5	29			6	8	55	0.4
13	12 Minute Restricted	8	65	5	3	2	10	3	96	0.7
14	4 Hours Metered	22	112	75	4	3	32	12	260	2.0
15	2 Hours Metered	916	1531	132	100	13	368	193	3253	25.4
16	1 Hour Metered	2342	1502	83	88	28	460	227	4730	36.9
17	36 Minutes Metered	138	69	1	6	7	5	7	233	1.8
18	24 Minutes Metered	39	30		1	3	6	9	88	0.7
19	12 Minutes Metered	135	504		10		29	34	712	5.6
20	5 Minutes Restricted	5	293				8	1	307	2.4
21	Alley, by Truck	1	13	5	1	14		3	37	0.3
22	Special Permit Legal		11	6	4			2	23	0.2
23	Truck load Zone Truck	1	15	4	12	106	3	3	144	1.1
24	Loading Dock off Street					14			14	0.1
25	Informal Parking	29	82	70	3	1	29	37	251	2.0
	Total Vehicles Parking at legal curb	3707	4320	551	242	194	1004	603	10631	82.9
	Illegal									
30	Theater or Hotel Entrance	12	10		5	1	25	6	59	0.5
31	Double Parking	36	68	5	20	49	30	22	230	1.8
32	Bus Stop (car, truck)	11	5		1	1	1	1	20	0.1
33	Prohibited Curb	4	2	1		1	1		9	0.1
34	Drive, Crosswalk	5	39	8	7	4	9	10	82	0.6
35	Painted Curb	14	34	6	9	8	21	9	101	0.8
36	Fire Hydrant	1	3			5			9	0.1
37	Alley by car, taxi	6	30	20	2		5	13	76	0.6
38	Special Permit illegal	1		1					2	0.0
39	Truck load zone (car)	20	22	10	7		9	6	74	0.6
	Total Vehicles Parking at illegal curb	110	213	51	51	69	101	67	662	5.2
	Total Vehicles Parking at curb	3817	4543	602	293	263	1105	670	11293	88.1
	Lots									
40	Lot, Public, Free	4	42	114		1	6	94	261	2.0
42	Lot, Private, Free	257	253	172	12	18	21	10	743	5.8
43	Lot, Private, Pay	12	49	136	6	2	7	41	253	2.0
45	Lot, Public, Pay	43	56	71	2		18	4	194	1.5
	Total Vehicles Parking in Lots	316	400	493	20	21	52	149	1451	11.3
	Garages									
51	Garage, Public, Pay							80	80	0.6
	Total Vehicles Parking in Garages							80	80	0.6
	Total Vehicles Parked	4133	4943	1095	313	284	1157	899	12824	100.0
	Percent	32.2	38.6	8.5	2.5	2.2	9.0	7.0		

TABLE 6 A

NUMBER OF PASSENGER CARS PARKED, CLASSIFIED
ACCORDING TO TYPE OF PARKING FACILITY AND
PURPOSE OF TRIP WEEKDAY 8 A.M. - 6 P.M.

Code No.	Type of Facility	1 Shopping	2 Business	3 Work	4 Sales & Service	5 Load & Unload	6 Other	7 & 8 Unknown	Total	Percent
	Curb									
	Legal									
10	Unrestricted Parallel	20	14	71	4		7	33	149	1.4
11	Unrestricted Angle	37	75	54	5		19	34	224	2.0
12	3 Hour restricted	7	4	29			5	6	51	0.5
13	12 Minute restricted	8	59	4			9	3	83	0.7
14	4 Hours metered	21	93	73	2		29	12	230	2.0
15	2 Hours metered	817	1322	110	77	1	342	165	2834	25.2
16	1 Hour metered	2199	1348	76	67	1	437	209	4337	38.5
17	36 Minutes metered	125	62	1	3	1	4	7	203	1.8
18	24 Minutes metered	36	28		1		6	9	80	0.7
19	12 Minutes metered	121	469		8		23	29	650	5.8
20	5 Minutes Restricted	5	272				8	1	286	2.5
21	Alley by truck									
22	Special permit legal use		9	6				1	16	0.1
23	Truck load zone by truck									
24	Loading dock off street									
25	Informal parking	29	77	64	3		43	21	237	2.1
	Total cars Parking at legal curb	3425	3832	488	170	3	932	530	9380	83.3
	Illegal									
30	Theatre or Hotel entrance	12	9		2		24	6	53	0.5
31	Double parking	27	44	5	1	2	24	14	117	1.0
32	Bus stop (car, truck)	9	5				1	1	16	0.1
33	Prohibited curb	4	2	1			1		8	0.1
34	Drive, crosswalk	5	23	5	3		9	8	53	0.5
35	Painted curb	13	28	2	4	1	18	7	73	0.7
36	Fire hydrant	1	2			1			4	0.0
37	Alley by car or taxi	6	30	20	2		5	13	76	0.7
38	Special permit illegal	1							1	0.0
39	Truck load zone, car or taxi	20	22	10	5		9	6	72	0.6
	Total cars parked at illegal curb	98	165	43	17	4	91	55	473	4.2
	Total cars Parking at curb	3523	3997	531	187	7	1023	585	9853	87.5
	Lots									
40	Lot, public, free	4	38	103			5	70	220	2.0
42	Lot, private, free	242	237	167	7		20	7	680	6.0
43	Lot, private, pay	11	44	132	6		7	41	241	2.1
45	Lot, public, pay	42	52	68	2		18	4	186	1.7
	Total cars Parking in lots	299	371	470	15		50	122	1327	11.8
	Garages									
51	Garage, public, pay							80	80	0.7
	Total cars Parking in garages							80	80	0.7
	Total cars parked	3822	4368	1001	202	7	1073	787	11260	100.0

Table 6B

NUMBER OF TRUCKS PARKED, CLASSIFIED ACCORDING TO TYPE OF PARKING FACILITY AND PURPOSE OF TRIP WEEKDAY 8 A.M. - 6 P.M.

Code No.	Type of Facility	1	2	3	4	5	6	7 & 8		
		Shopping	Business	Work	Sales & Service	Load & Unload	Other	Unknown	Total	Percent
	Curb									
	Legal									
10	Unrestricted parallel	2	2	10			2	6	22	1.4
11	Unrestricted angle	5	7	6		3	5	6	32	2.1
12	3 hour restricted		1				1	2	4	0.3
13	12 minute restricted		6	1	2	2	1		12	0.8
14	4 hours metered	1	19	2	2	3	3		30	1.9
15	2 hours metered	99	209	22	17	12	26	28	413	26.9
16	1 hour metered	143	154	7	16	27	23	18	388	25.3
17	36 minutes metered	13	7		2	6	1		29	1.9
18	24 minutes metered	3	2			3			8	0.5
19	12 minutes metered	14	35		1		6	5	61	4.0
20	5 minutes Restricted		21						21	1.4
21	Alley by truck	1	13	5	1	14		3	37	2.4
22	Special permit, legal use		2		3			1	6	0.4
23	Truck load zone by truck	1	15	4	12	106	3	3	144	9.4
24	Loading dock off street					14			14	0.9
25	Informal parking		5	6		1	1	1	14	0.9
	Total Trucks Parking at legal curb	282	498	63	56	191	72	73	1235	80.5
	Illegal									
30	Theater or Hotel entrance		1		1	1	1		4	0.2
31	Double parking	9	24		13	47	6	8	107	7.0
32	Bus stop(car, truck)	2			1	1			4	0.2
33	Prohibited curb					1			1	0.1
34	Drive, crosswalk		16	3	4	4		2	29	1.9
35	Painted curb	1	6	4	3	7	3	2	26	1.7
36	Fire hydrant		1			4			5	0.3
37	Alley by car or taxi									
38	Special permit illegal			1					1	0.1
39	Truck load zone by car, tax									
	Total trucks Parked at illegal curb	12	48	8	22	65	10	12	177	11.5
	Total trucks Parked at curb	294	546	71	78	256	82	85	1412	92.0
	Lots									
40	Lot, public, free		4	11		1	1	24	41	2.7
42	Lot, private, free	15	15	5	4	19	1	3	62	4.0
43	Lot, private, pay	1	6	4	1				12	0.8
45	Lot, public, pay	1	4	3					8	0.5
	Total trucks Parked in lots	17	29	23	5	20	2	27	123	8.0
	Garages									
51	Garage, public, pay									
	Total trucks Parked at garages									
	Total trucks Parked	311	575	94	83	276	84	112	1535	100.0
	Percent	20.3	37.4	6.1	5.4	18.0	5.5	7.3	100.0	

TABLE 7

AVAILABLE PARKING SPACES, NUMBER OF VEHICLES PARKED AND TURN-OVER FOR EACH KIND OF PARKING IN EACH BLOCK OF THE CENTRAL BUSINESS DISTRICT 8 A.M. - 6 P.M.

Block & Facility	Space Available				Number of Vehicles Parked					Turn - Over			
					Curb								
	Curb	Lots	Garages	Total	Legal	Illegal	Lots	Garages	Total	Curb	Lots	Garages	Total
01													
1	56			56	523	34			557	9.3			9.3
2	8			8	134	18			152	16.7			16.7
6			90	90				20	20			0.2	0.2
7		4		4			6		6		1.5		1.5
8		136		136	13		261		274		1.2		1.2
9		14		14			13		13		0.2		0.2
	64	154	90	308	670	52	280	20	1022	10.8	1.2	6.2	7.9
05													
1	12			12	229	9			238	19.1			19.1
2	14			14	148	4			152	10.6			10.6
4	3			3	105	5			110	35.0			35.0
	29			29	482	18			500	20.0			20.1
06													
1	12			12	74	8			82	6.2			6.2
2	15			15	28				28	1.9			1.9
4	15			15	68	21			89	4.5			4.5
6		43		43			51		51		1.2		1.2
7		14		14			40		40		2.9		2.9
	42	57		99	170	29	91		290	4.0	1.9		3.0
13													
1	33			33	194	33			227	5.6			5.6
2	17			17	17				17	1.0			1.0
3	19			19	94	3			97	5.2			5.2
4	11			11	106	11			117	9.6			9.6
6		37		37			164		164		4.4		4.4
7		25		25			47		47		1.8		1.8
8		51		51									
	72	113		185	411	47	211		669	5.4	3.2		3.9
14													
1	23			23	246				246	10.7			10.7
2	8			8	123	4			127	15.4			15.4
3	26			26	407	1			408	15.7			15.7
4	10			10	142	36			178	14.2			14.2
6		34		34			247		247		7.3		7.3
	67	34		101	918	41	247		1206	14.1	7.3		12.7
15													
1	26			26	272	30			302	14.6			14.6
2	10			10	122	3			125	12.2			12.2
3	9			9	121	21			142	13			13.4
4	6			6	42	2			44	7.0			7.0
6			120	120				60	60			0.5	0.5
	51		120	171	664	46		60	770	13.5		0.5	12.4
16													
1	21			21	197	46			243	9.4			9.4
2	3			3	19	15			34	6.3			6.3
3	10			10	65	28			93	6.5			6.5
6		15		15									
	34	15		49	281	89			370	8.5			8.5
19													
1	9			9	40	10			50	4.4			4.4
2	13			13	92	12			104	7.1			7.1
3	10			10	22				22	2.2			2.2
4	11			11	24		2		26	2.4			2.4
	43			43	178	22	2		202	5.3			5.3
20													
1	8			8	131	11			142	16.4			16.4
2	15			15	194	8			202	12.9			12.9
3	5			5	104	15			119	20.8			20.8
4	17			17	128	3			131	7.5			7.5
	45			45	557	37			594	14.0			14.0
21													
1	10			10	128	18			146	12.8			12.8
2	9			9	137	7			144	15.2			15.2
3	27			27	394	11			405	14.6			14.6
4	21			21	250	12			262	11.9			11.9
	67			67	909	48			957	13.7			13.7
22													
1	11			11	274	30			304	24.9			24.9
2	15			15	297				297	19.8			19.8
3	17			17	134				134	7.9			7.9
4	10			10	154	5			159	15.4			15.4
6		25		25			15		15		0.6		0.6
	53	25		78	859	35	15		909	18.8	0.6		18.5

TABLE 7
AVAILABLE PARKING SPACES, NUMBER OF VEHICLES PARKED AND TURN-OVER FOR EACH KIND OF PARKING IN EACH BLOCK OF THE CENTRAL BUSINESS DISTRICT 8 A.M. - 6 P.M.

Block & Facility	Space Available				Number of Vehicles Parked					Turn - Over			
					Curb								
	Curb	Lots	Garages	Total	Legal	Illegal	Lots	Garages	Total	Curb	Lots	Garages	Total
23													
1	8			8	112	5			117	14.0			14.0
2	11			11	22				22	2.0			2.0
3	21			21	137	21			158	6.5			6.5
4	7			7	110				110	15.7			15.7
6		12		12			18		18		1.5		1.5
7		15		15			26		26		1.7		1.7
	47	27		74	381	26	44		451	11.1	1.6		10.1
28													
1	15			15	59				59	3.9			3.9
2	11			11	30				30	2.7			2.7
3	12			12	210	7			217	17.5			17.5
4	20			20	727	21			748	36.4			36.4
6		15		15	1		78		79		5.2		5.2
	58	15		73	1027	28	78		1133	29.7	5.2		28.0
29													
1	17			17	136				136	8.0			8.0
2	12			12	183	1			184	15.3			15.3
3	10			10	191	12			203	19.1			19.1
4	10			10	198	10			208	19.8			19.8
6		60		60			195		195		3.3		3.3
	49	60		109	708	23	195		926	16.2	3.3		13.4
30													
1	11			11	177	3			180	16.1			16.1
2	10			10	174	15			189	17.4			17.4
3	7			7	128	6			134	18.3			18.3
4	6			6	42	3			45	7.0			7.0
6		8		8									
	34	8		42	521	27			548	16.3			16.3
31													
1	23			23	154	2			156	6.7			6.7
2	13			13	83				83	6.4			6.4
3	12			12	128	3			131	10.7			10.7
4	26			26	92	5			97	3.5			3.5
6		36		36			89		89		2.5		2.5
	74	36		110	457	10	89		556	7.1	2.5		6.4
32													
1	13			13	23	6			29	1.8			1.8
2	6			6	28	9			37	4.7			4.7
3	6			6	52				52	8.7			8.7
4	14			14	13	4			17	0.9			0.9
6		10		10			5		5		0.5		0.5
	39	10		49	116	19	5		140	5.5	0.5		5.3
34													
1	12			12	22				22	1.8			1.8
2	10			10	36				36	3.6			3.6
3	14			14	112	14			126	8.0			8.0
4	22			22	45	15			60	2.0			2.0
6		25		25			16		16		0.6		0.6
	58	25		83	215	29	16		260	5.4	0.6		5.1
35 1	18			18	138	9			147	7.7			7.7
2	8			8	155	16			171	19.4			19.4
3	26			26	298	4			302	11.5			11.5
4	7			7	61	9			70	8.7			8.7
6		20		20			16		16		0.8		0.8
	59	20		79	652	38	16		706	12.3	0.8		12.0
36													
1	19			19	194				194	10.2			10.2
2	11			11	22				22	2.0			2.0
3	14			14	84				84	6.0			6.0
4	6			6	70	8			78	11.0			11.0
6		4		4			5		5		1.3		1.3
7		28		28			33		33		1.2		1.2
8		5		5			20		20		4.0		4.0
9		4		4			85		85		21.3		21.3
	50	41		91	370	8	143		521	8.9	13.5		10.2
37													
1	15			15	19				19	1.3			1.3
2	11			11	20				20	1.8			1.8
3	13			13	36				36	2.8			2.8
4	11			11	20				20	1.8			1.8
6		14		14			16		16		1.1		1.1
7		7		7			3		3		0.4		0.4
	50	21		71	95		19		114	2.1	1.0		1.9
	1092	661	210	1963	10631	662	1451	80	12824	9.7	2.2	0.4	6.2

TABLE 8

NUMBER OF VEHICLES PARKED AND LENGTH OF TIME PARKED AT EACH TYPE OF PARKING FACILITY WEEKDAY 8 A.M. TO 6 P.M.

TYPE OF FACILITY	Less Than 12 Min.	13 Min. to 30 Min.	31 Min. to 1 Hr.	1 Hr. 1 Min. to 2 Hrs.	2 Hrs. 1 Min. to 3 Hrs.	3 Hrs. 1 Min. to 4 Hrs.	4 Hrs. 1 Min. to 5 Hrs.	5 Hrs. 1 Min. to 6 Hrs.	6 Hrs. 1 Min. to 7 Hrs.	7 Hrs. 1 Min. to 8 Hrs.	8 Hrs. 1 Min. to 9 Hrs.	9 Hrs. 1 Min. and Over	Total Parked	Number Overtime	Average Time Parked Hrs. or Minutes
CURB															
LEGAL															
Unrestricted Parallel	26	16	15	21	10	11	23	13	1	1	8	26	171		3 32
Unrestricted Angle	76	41	22	22	11	29	20	9	3	1	11	12	257		2 13
3 Hour Restricted		1	3		13	7	17	2	2	3	1	6	55	38	4 27
12 Min. Restricted	72	13	7	2	1					1			96	24	19
4 Hours Metered	66	34	25	29	29	31	35	2	2	3		4	260	46	1 56
2 Hours Metered	1459	713	499	379	113	42	26	8	6		4	4	3253	203	38
1 Hour Metered	2155	1105	850	437	123	34	11	6	4	1	2	2	4730	620	31
36 Min. Metered	153	52	20	7	1								233	8	16
24 Min. Metered	50	24	12	2									88	14	17
12 Min. Metered	582	100	21	6	3								712	130	11
5 Min. Restricted	291	10	4	1	1								307	16	08
Alley, by Truck	27	4	4			2							37		23
Special Permit Legal	9	7		1	1	1		2				2	23		1 44
Truck Load Zone, Truck	96	33	4	6	4		1						144		20
Loading Dock Off Street	9	2	3										14		17
Informal Parking	61	35	21	31	11	24	25	10	3	2	9	19	251		2 33
Total Vehicles Parking at Legal Curb	5132	2190	1510	944	321	181	158	52	21	12	35	75	10631	1099	42
ILLEGAL															
Theatre or Hotel Entrance	32	11	6	7	1		1	1					59		35
Double Parking	204	14	5	6			1						230		11
Bus Stop (Car, Truck)	15	2	2	1									20		16
Prohibited Curb	7				1						1		9		1 18
Drive, Crosswalk	42	11	4	9	3	5	7	1					82		1 03
Painted Curb	55	21	8	5	6	1	2	1	1	1			101		44
Fire Hydrant	4	4		1									9		22
Alley by Car, Taxi	28	10	4	6	8	4	2	1	2	2	5	4	76		2 17
Special Permit, Illegal	1				1								2		1 18
Truck Load Zone (Car)	37	11	13	4		2	3	2	1		1		74		56
Total Vehicles Parking at Illegal Curb	425	84	42	39	20	12	16	6	4	3	7	4	662		46
Total Vehicles Parking at Curb	5557	2274	1552	983	341	193	174	58	25	15	42	79	11293		42
LOTS															
Lot, Public, Free	34	17	23	26	26	19	8	11	8	10	28	49	261		4 14
Lot, Private, Free	228	121	117	85	42	52	48	10	4	7	18	11	743		1 34
Lot, Private, Pay	23	10	17	34	24	44	36	9	7	6	17	26	253		3 49
Lot, Public, Pay	25	23	33	53	30	14	5	2	5	1	2	1	194		1 45
Total Vehicles Parking in Lots	310	171	190	198	124	129	97	32	24	24	65	87	1451		2 28
GARAGES															
Garages, Public, Pay			2		2	2	4	2			6	62	80		8 09
Total Vehicles Parking in Garages			2		2	2	4	2			6	62	80		8 09
Total Vehicles Parked	5867	2445	1744	1181	467	324	275	92	49	39	113	228	12824		57
Total Vehicles Overtime		123	44	455	242	83	89	18	14	8	7	16		1099	

TABLE 9

NUMBER OF PASSENGER CARS PARKED AND DISTANCE WALKED AFTER PARKING AT EACH

TYPE OF PARKING FACILITY WEEKDAY 8 A.M. TO 6 P.M.

TYPE OF FACILITY	Distance walked after Parking -- Feet																		Total	Average Distance Walked
	0 to 50	51 to 150	151 to 250	251 to 350	351 to 450	451 to 550	551 to 650	651 to 750	751 to 850	851 to 950	951 to 1050	1051 to 1150	1151 to 1250	1251 to 1350	1351 to 1450	1451 to 1550	1551 and over	Unknown		
CURB																				
Legal																				
Unrestricted Parallel	4	28	9	8	22	7	13	11	5		1	4	2		2	3	2	28	149	472
Unrestricted Angle	45	21	21	17	9	6	8	8	6	4	6	4	1				5	63	224	356
3 Hour Restricted				3	2	4	2	3	11		5	1	3		2	3	1	11	51	859
12 Minute Restricted		42	19	9	3		1	2									1	6	83	201
4 Hours Metered	54	43	1	52	14	5	4	2	11	3	5	4	2	2	2	1	2	23	230	322
2 Hours Metered	547	500	234	291	230	133	103	94	76	73	40	28	22	19	9	4	12	419	2834	319
1 Hour Metered	782	785	491	741	455	226	106	71	29	13	23	6	8	4	2	5	6	584	4337	247
36 Minutes Metered	34	95		22	29	4	3	1	1	1			1				1	11	203	195
24 Minutes Metered	8	22	3	14	21	1		1										10	80	240
12 Minutes Metered	34	440	48	30	31	8	2	2	2			1						52	650	142
5 Minutes Restricted		268	2	1	1			1		1								12	286	108
Alley, by Truck																				
Special Permit, Legal	10		3															3	16	65
Truck Load Zone, Truck																				
Loading Dock Off Street																				
Informal Parking	34	37	20	16	20	8	11	10	6	4	4	4	2	1	1	1	4	54	237	375
Total Cars Parked at Legal Curb	1552	2281	851	1204	837	402	253	206	147	99	84	52	41	26	18	17	34	1276	9380	267
Illegal																				
Theatre or Hotel Entrance	1	15	8	12	5		1	1	1	1	1							7	53	277
Double Parking	34	38	6	5	2	1		1	2									28	117	123
Bus Stop (Car, Truck)		5	2		3		1											5	16	245
Prohibited Curb	4	1				1	1	1											8	250
Drive Crosswalk	5	22	4	3					1	2	2			1				13	53	248
Painted Curb	10	17	11	3	2	2	3	4	1	3	1		1	2				13	73	329
Fire Hydrant	3	1																	4	44
Alley by Car, Taxi	4	21	11	8	3		5					1	1					22	76	246
Special Permit Illegal			1																1	200
Truck Load Zone Car	12	30	3	4	4	6			1		1	1						10	72	203
Total Cars Parked at Illegal Curb	73	150	46	35	19	10	11	7	6	6	5	2	2	3				98	473	225
Total Cars Parked At Curb	1625	2431	897	1239	856	412	264	213	153	105	89	54	43	29	18	17	34	1374	9853	265
LOTS																				
Lot, Public, Free	10	1	15	1	3	7	3	1	4	4	2	1		1	1		1	165	220	455
Lot, Private, Free	185	161	232	5			6	31	15	5				1			2	11	654	205
Lot, Private, Pay		1	19	15	52	30	21	21	4	7	7	3	8	1	2	1	1	74	267	569
Lot, Public, Pay		32	12	17	12	27	21	12	5	19	1	2	2	1			1	22	186	485
Total Cars Parked At Lots	195	195	278	38	67	64	51	65	28	35	10	6	10	4	3	1	5	272	1327	310
GARAGES																				
Garage, Public, Pay																		80	80	
Total Vehicles Parked At Garages																		80	80	
Total Vehicles Parked	1820	2626	1175	1277	923	476	315	278	181	140	99	60	53	33	21	18	39	1726	11260	270

TABLE 10

NUMBER OF VEHICLES PARKED, TIME OF DAY PARKED
AND ACCUMULATION FOR EACH TRIP PURPOSE
WEEKDAY 8 A.M. - 6 P.M.

TIME PERIOD	SHOP			BUSINESS			WORK			SALES - SERVICE			TRUCK LOAD OR UNLOAD			OTHER			UNKNOWN			TOTAL		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
Parked at 8:00 A.M.	45		45	142		142	212		212	12		12	14		14	57		57	125		125	607		607
8:00 to 8:30	36	34	47	110	107	145	162	10	364	10	9	13	13	15	12	34	36	55	94	27	192	459	238	828
8:30 to 9:00	102	77	72	232	178	199	103	19	448	19	11	21	20	21	11	42	47	50	28	22	198	546	375	999
9:00 to 9:30	165	93	144	274	223	250	107	24	531	23	24	20	18	20	9	43	41	52	16	17	197	646	442	1203
9:30 to 10:00	202	144	202	274	239	285	53	23	561	15	22	13	24	20	13	42	41	53	25	16	206	635	505	1333
10:00 to 10:30	224	193	233	315	272	328	14	26	549	20	9	24	19	17	15	42	40	55	25	35	196	659	592	1400
10:30 to 11:00	198	201	230	281	289	320	30	31	548	13	22	15	33	25	23	42	37	60	23	29	190	620	634	1386
11:00 to 11:30	196	191	235	285	291	314	23	40	531	19	14	20	20	32	11	48	46	62	27	19	198	618	633	1371
11:30 to 12:00	203	225	213	294	333	275	15	108	438	20	23	17	14	19	6	61	54	69	38	45	191	645	807	1209
12:00 to 12:30 P.M.	210	200	223	192	269	198	43	107	374	9	14	12	9	8	7	59	53	75	41	36	196	563	687	1085
12:30 to 1:00	233	227	229	266	217	247	107	37	444	13	10	15	7	5	9	53	53	75	59	38	217	738	587	1236
1:00 to 1:30	222	193	258	335	250	332	46	32	458	13	14	14	6	12	3	51	51	75	44	31	230	717	583	1370
1:30 to 2:00	234	213	279	303	301	334	39	25	472	12	13	13	8	6	5	45	38	82	43	43	230	684	639	1415
2:00 to 2:30	243	206	316	276	276	334	28	31	469	18	19	12	10	12	3	50	45	87	39	32	237	664	621	1458
2:30 to 3:00	235	253	298	210	241	303	24	26	467	14	4	22	12	8	7	48	57	78	41	37	241	584	626	1416
3:00 to 3:30	214	218	294	201	205	299	19	21	465	9	15	16	13	14	6	47	39	86	27	40	228	530	552	1394
3:30 to 4:00	257	246	305	213	242	270	24	29	460	14	13	17	9	7	8	61	58	89	45	45	228	623	640	1377
4:00 to 4:30	269	280	294	222	230	262	14	42	432	18	22	13	12	11	9	49	64	74	41	52	217	625	701	1301
4:30 to 5:00	289	307	276	231	273	220	19	102	349	13	14	12	9	9	9	96	68	102	35	55	197	692	828	1165
5:00 to 5:30	260	350	186	196	262	154	6	147	208	11	11	12	7	14	2	110	100	112	47	70	174	637	954	848
5:30 to 6:00 P.M.	98	202	82	100	166	88	7	98	117	2	9	5	7	6	3	78	92	98	40	64	150	332	637	543

TABLE 11

NUMBER OF PASSENGER CARS PARKED,
LENGTH OF TIME PARKED AND DISTANCE WALKED TO DESTINATION

WEEKDAY - 8 A.M. to 6 P.M.

Length of Time Parked -- Actual	DISTANCE WALKED AFTER PARKING - FEET																		Total	Average Distance Walked
	0 to 50	51 to 150	151 to 250	251 to 350	351 to 450	451 to 550	551 to 650	651 to 750	751 to 850	851 to 950	951 to 1050	1051 to 1150	1151 to 1250	1251 to 1350	1351 to 1450	1451 to 1550	1551 and over	Unknown		
Less than 12 min.	830	1606	562	572	340	145	75	48	44	30	21	6	13	13	7	3	15	617	4947	211
13 min to 30 min	404	431	197	279	221	127	63	55	32	31	14	13	7	7	1	5	4	256	2147	274
31 min to 1 hour	264	259	167	216	149	92	67	57	32	22	21	13	4	4	3	1	5	223	1599	306
1 hr 1 min to 2 hrs	144	186	103	100	105	66	51	34	32	18	12	13	12	4	4	2	3	203	1092	341
2 hr 1 min to 3 hrs	74	57	51	39	31	17	11	17	11	13	10	2	3	4	1	1	4	73	419	345
3 hr 1 min to 4 hrs	56	33	32	25	21	11	11	14	4	13	9	2	4		1	1	5	67	309	374
4 hr 1 min to 5 hrs	33	33	31	27	25	7	14	8	15	4	5	7	2		2	1		46	260	378
5 hr 1 min to 6 hrs	8	5	7	5	5	2	4	6	7	1	1		2	1	2			28	84	486
6 hrs 1 min to 7 hrs	2	4	5	4	5	1	3	2			1					1		24	52	388
7 hrs 1 min to 8 hrs	1	3	6	2	3	2	2	6		2						1		16	44	465
8 hrs 1 min to 9 hrs	3	3	10	3	8	3	7	20	2	6	2	2	1			2	1	31	104	591
9 hrs and over	1	6	4	5	10	3	7	11	2		3	2	5				2	142	203	594
TOTAL	1820	2626	1175	1277	923	476	315	278	181	140	99	60	53	33	21	18	39	1726	11260	270
Percent	16.2	23.3	10.4	11.4	8.2	4.2	2.8	2.5	1.6	1.2	.9	.5	.5	.3	.2	.2	.3	15.3	100.0	

TABLE 12

NUMBER OF PASSENGER CARS PARKED AND
LENGTH OF TIME PARKED FOR EACH
BY TRIP PURPOSE

WEEKDAY 8 A.M. to 6 P. M.

Length of Time Parked Actual	Shopping	Business	Work	Sales & Service	Loading & Unloading	Other	Unknown	Total	Percent	Accumulated Percent
Less than 12 minutes	1688	2364	56	93	6	467	273	4947	43.9	43.9
12 minutes to 30 minutes	907	813	44	39	1	240	103	2147	19.1	63.0
31 minutes to 1 hour	701	561	44	37		178	78	1599	14.2	77.2
1 hr. 1 min. to 2 hours	373	401	109	18		111	80	1092	9.7	86.9
2 hrs 1 min. to 3 hours	93	116	130	9		41	30	419	3.7	90.6
3 hrs 1 min. to 4 hours	37	53	165			17	37	309	2.7	93.3
4 hrs 1 min. to 5 hours	12	24	184	2		10	28	260	2.3	95.6
5 hrs 1 min. to 6 hours		13	44	2		4	21	84	0.8	96.4
6 hrs 1 min. to 7 hours	3	10	26	1			12	52	0.5	96.9
7 hrs 1 min. to 8 hours	4	5	23	1		1	10	44	0.4	97.3
8 hrs 1 min. to 9 hours	2	7	79			2	14	104	0.9	98.2
9 hours and over	2	1	97			2	101	203	1.8	100.0
TOTAL	3822	4368	1001	202	7	1073	787	11260	100.0	
AVERAGE TIME PARKED	32 min.	32 min.	4 hrs. 4 min.	40 min.	8 min.	39 min	1 hr. 46 min.	57 min		

TABLE 13

NUMBER OF PASSENGER CARS PARKED
AND
DISTANCE WALKED TO DESTINATION
FOR EACH TRIP PURPOSE

Distance Walked Feet	Shopping	Business	Work	Sales or Service	Loading or Unloading	Other	Unknown	Total	Percent	Cumulative Percent
0 - 50	764	728	137	38	1	150	2	1820	16.2	16.2
51 - 150	690	1521	137	57	4	211	6	2626	23.3	39.5
151 - 250	440	495	108	26	1	102	3	1175	10.4	49.9
251 - 350	500	491	90	27		165	4	1277	11.3	61.2
351 - 450	405	324	88	10	1	94	1	923	8.2	69.4
451 - 550	206	187	44	5		34		476	4.2	73.6
551 - 650	97	140	60	4		13	1	315	2.8	76.4
651 - 750	114	76	75	4		9		278	2.5	78.9
751 - 850	63	73	31	2		12		181	1.6	80.5
851 - 950	42	48	32	3		15		140	1.3	81.8
951 - 1050	44	21	24	1		9		99	0.9	82.7
1051 - 1150	27	16	10	1		6		60	0.5	83.2
1151 - 1250	17	16	16			4		53	0.5	83.7
1251 - 1350	12	13	3	1		4		33	0.3	84.0
1351 - 1450	11	5	5					21	0.2	84.2
1451 - 1550	4	5	7			2		18	0.2	84.4
1551 and over	9	17	7	1		4	1	39	0.3	84.7
Unknown	377	192	127	22		239	769	1726	15.3	100.0
TOTAL	3822	4368	1001	202	7	1073	787	11260	100.0	
AVERAGE DISTANCE WALKED	279	238	402	227	146	265	275	270		

TABLE 14

NUMBER OF VEHICLES PARKED*, SPACE HOURS PARKED
AND BLOCK OF DESTINATION FOR EACH TRIP PURPOSE
WEEKDAY 8 A.M. - 6 P.M.

Block and Facility of destination	Trip Purpose										Total	Demand
	Shopping		Business		Work		Sales & Service		Load Unload Other Unknown			
	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours
01												
1	113	35.1	173	99.3	58	111.6	13	6.7	71	49.9	428	302.6
2	91	36.1	69	46.6	23	127.0	8	12.2	24	11.6	215	233.5
	204	71.2	242	145.9	81	238.6	21	18.9	95	61.5	643	536.1
05												
1	30	8.8	31	11.1	15	61.0	4	2.0	9	1.7	89	84.6
2	1	1.6			2	9.0					3	10.6
4	10	8.5	327	110.5	11	34.9	1	2.5	5	1.3	354	157.7
5					1	2.9			1	3.3	2	6.2
	41	18.9	358	121.6	29	107.8	5	4.5	15	6.3	448	259.1
08												
1			3	6.8	5	7.3			3	1.7	11	15.8
			3	6.8	5	7.3			3	1.7	11	15.8
13												
1	11	3.1	77	38.6	17	58.5	3	1.1	9	8.2	117	109.5
2									1	.8	1	0.8
3	3	2.4	154	121.9	17	47.5	4	2.7	11	15.0	189	189.5
4	2	1.5	9	4.0	6	24.4	5	0.8	23	10.2	45	40.9
	16	7.0	240	164.5	40	130.4	12	4.6	44	34.2	352	340.7
14												
1	48	20.0	58	47.1	9	38.4	1	1.1	5	3.4	121	110.0
3	763	558.9	101	73.2	83	408.4	6	1.6	18	5.2	971	1047.3
4	110	38.5	22	4.2	8	36.9	1	0.0	11	2.7	152	82.3
	921	617.4	181	124.5	100	483.7	8	2.7	34	11.3	1244	1239.6
15												
1	56	34.5	89	60.8	20	73.7	12	5.0	85	75.8	262	249.8
2	326	187.8	116	93.9	22	76.8	10	9.5	101	85.5	575	453.5
3	2	0.3	9	3.6	10	15.3	1	1.3	4	2.2	26	22.7
4			1	0.2					1	0.1	2	0.3
	384	222.6	215	158.5	52	165.8	23	15.8	191	163.6	865	726.3
16												
1	12	5.0	19	17.9	8	22.2	10	1.8	9	4.2	58	51.1
3	1	0.4	3	6.3	3	9.3	2	0.0	5	2.5	14	18.5
	13	5.4	22	24.2	11	31.5	12	1.8	14	6.7	72	69.6
19												
1	7	3.1	50	39.7	19	56.4	1	0.5	7	11.2	84	110.9
3	5	1.5	51	32.5	15	91.1	5	2.5	2	0.9	78	128.5
	12	4.6	101	72.2	34	147.5	6	3.0	9	12.1	162	239.4
20												
1	45	15.4	68	38.4	23	91.9	19	4.5	18	10.3	173	160.5
2	11	5.6	33	14.9	2	7.9			23	27.0	69	55.4
3	24	5.7	20	14.6	5	14.5	6	5.7	27	8.9	82	49.4
4			77	20.7	3	1.3					80	22.0
	80	26.7	198	88.6	33	115.6	25	10.2	68	46.2	404	287.3
21												
1	52	34.7	71	48.5	9	50.1	6	2.9	66	72.2	207	208.4
2	472	253.2	28	26.8	25	127.1			10	5.6	535	412.7
3	260	105.3	31	11.0	9	38.9	2	0.2	43	14.2	345	169.6
4	1	0.1					2	0.5			3	0.6
	786	393.3	130	86.3	43	216.1	10	3.6	119	92.0	1090	791.3
22												
1	220	73.4	90	49.1	27	129.1	9	6.5	15	4.7	361	262.8
2	33	7.1	20	7.1	1	4.5	1	0.2	1	1.8	56	20.7
3	6	9.3	12	8.4	17	56.2	3	2.8	3	1.3	41	77.8
4	85	41.8	498	277.4	41	165.4	4	3.6	9	5.7	637	493.9
	344	131.4	620	342.0	86	355.2	17	13.1	28	13.5	1095	855.2

TABLE 14

NUMBER OF VEHICLES PARKED*, SPACE HOURS PARKED
AND BLOCK OF DESTINATION FOR EACH TRIP PURPOSE
WEEKDAY 8 A.M. - 6 P.M.

Block and Facility of Destination	TRIP Purpose: Shopping		Business		Work		Sales & Service		Load Unload Other Unknown		Total Demand	
	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours
23												
1	4	0.8	28	13.7	8	22.6	2	1.2	2	0.4	44	38.7
2			1	0.2							1	0.2
3	3	0.4	117	57.0	13	37.9	3	0.7	11	3.3	147	99.7
4	6	1.1	6	0.8			2	0.7	2	0.7	16	3.3
	13	2.7	152	71.7	21	60.5	7	2.6	15	4.4	208	141.9
28												
1	15	6.1	53	27.4	6	21.3			11	6.6	85	61.4
2									1	3.3	1	3.3
3	1	0.7	86	108.4	63	290.4	1	0.6	9	12.2	160	411.9
4	8	4.5	1010	160.3	13	49.5	1	0.1	8	0.1	1040	214.5
	24	10.2	1149	296.1	82	361.2	2	0.7	29	22.2	1286	691.1
29												
2	5	3.6	17	6.8	1	0.8			18	8.9	41	19.1
3	46	24.5	221	132.3	32	102.8	1	0.6	13	3.7	313	264.0
4	119	75.2	43	26.4	19	78.5	6	1.4	28	17.9	215	199.8
5			1	0.9							1	0.9
	170	102.8	282	166.4	52	182.1	7	2.0	59	30.5	570	483.8
30												
1	8	3.6	12	2.7	4	24.3	1	0.1	2	3.0	27	33.7
2	189	73.8	64	44.9	22	102.2	17	9.2	93	36.2	385	266.3
3	32	25.7	43	22.7	33	84.5	5	5.8	39	13.6	152	152.3
4	2	1.1	3	9.3			1	0.1			6	10.5
	231	104.2	122	79.6	59	211.0	24	15.2	134	52.8	570	462.8
31												
1			4	1.5					1	0.1	5	1.6
2					2	18.2					2	18.2
3	1	1.4	311	255.4	71	240.1	4	0.9	10	13.3	397	513.1
	1	1.4	315	256.9	73	258.3	4	0.9	11	13.4	404	532.9
32												
1							1	0.0	3	0.7	4	0.7
2	1	0.0	3	0.6			1	0.4	6	4.1	11	5.1
3			35	7.4	8	22.1	2	0.4	14	10.3	59	40.2
4									2	2.2	2	2.2
	1	0.0	38	8.0	8	22.1	4	0.8	25	17.3	76	48.2
34												
1									2	0.4	2	0.4
2			1	0.0							1	0.0
3	1	0.1	102	73.5	26	67.3			15	4.7	144	145.6
4			2	1.0	1	0.8			3	2.8	6	4.6
	1	0.1	105	74.5	27	68.1			20	7.9	153	150.6
35												
1	43	18.2	21	8.4	2	8.6	3	1.0	18	6.4	87	43.3
2	203	68.7	41	24.7	15	70.2	12	4.8	26	25.6	297	194.0
3	58	16.2	44	33.4	20	57.2	18	10.9	22	22.1	162	139.8
4	1	0.0	31	9.5	8	35.2	1	3.3	1	2.7	42	50.7
	305	103.8	137	76.0	45	171.2	34	20.0	67	56.8	588	427.8
36												
1	151	18.2	10	1.3	20	45.0	9	1.7	17	8.5	207	74.7
3									1	0.3	1	0.3
4	24	18.4	43	21.5	23	78.3	10	4.5	9	9.4	109	132.1
	175	36.6	53	22.8	43	123.3	19	6.2	27	18.2	317	207.1
37												
3			4	2.2					20	22.6	24	24.8
4	1	0.2	1	0.0	3	23.2					5	23.4
	1	0.2	5	2.2	3	23.2			20	22.6	29	48.2
Outside C.B. D.	20	6.4	37	22.1	15	65.6	8	3.4	31	18.1	111	115.6
Unknown	388	334.4	217	194.6	144	869.4	36	28.1	1146	2140.2	1931	3566.7
Total	4133	2204.0	4922	2606.0	1086	4415.5	284	158.1	2204	2853.5	12629	12237.1

* 195 Trucks parked at loading zones, alley and loading docks off street, not included.

TABLE 14A

NUMBER OF VEHICLES PARKED DURING PEAK HOUR, SPACE HOURS PARKED
AND BLOCK OF DESTINATION FOR EACH PURPOSE
WEEKDAY 2 P.M. TO 3 P.M.

BLOCK AND FACILITY OF DESTINATION	TRIP PURPOSE										TOTAL DEMAND	
	SHOPPING		BUSINESS		WORK		SALES AND SERVICE		LOAD-UNLOAD-OTHER-UNKNOWN			
	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours
01												
1	10	4.3	33	12.3	18	11.7			15	5.2	76	33.5
2	14	3.5	10	4.7	13	11.2	1	0.3	2	0.2	40	19.9
	24	7.8	43	17.0	31	22.9	1	0.3	17	5.4	116	53.4
05												
1	2	1.1	2	0.3	7	5.4	1	0.5	1	0.0	13	7.3
2					1	0.9					1	0.9
4	3	0.7	44	11.6	7	4.8					54	17.1
5									1	0.9	1	0.9
	5	1.8	46	11.9	15	11.1	1	0.5	2	0.9	69	26.2
08												
1			2	1.2	1	0.9					3	2.1
			2	1.2	1	0.9					3	2.1
13												
1	1	0.8	17	6.7	9	7.6			3	0.6	30	15.7
2												
3	2	1.0	38	19.2	5	3.6	1	0.4	3	1.9	49	26.1
4			2	0.7	3	1.9			2	0.2	7	2.8
	3	1.8	57	26.6	17	13.1	1	0.4	8	2.7	86	44.6
14												
1	7	0.6	9	5.1	4	3.6					20	9.3
3	179	74.2	23	9.4	51	41.1	1	0.1	5	0.9	259	125.7
4	20	3.6	3	0.3	3	2.7			1	0.3	27	6.9
	206	78.4	35	14.8	58	47.4	1	0.1	6	1.2	306	141.9
15												
1	9	2.5	16	5.3	5	4.4	3	1.0	16	6.6	49	19.8
2	66	24.6	21	6.5	7	5.4	1	0.3	15	5.8	110	42.6
3					2	1.1			2	1.0	4	2.1
4												
	75	27.1	37	11.8	14	10.9	4	1.3	33	13.4	163	64.5
16												
1	1	0.1	4	1.7	2	0.2	1	0.1	1	0.3	9	2.4
3			1	0.9	1	0.9	1	0.0	1	0.6	4	2.4
	1	0.1	5	2.6	3	1.1	2	0.1	2	0.9	13	4.8
19												
1	2	0.5	6	3.6	7	4.7			2	0.9	17	9.7
3	2	0.9	7	3.0	11	9.4	1	0.0			21	13.3
	4	1.4	13	6.6	18	14.1	1	0.0	2	0.9	38	23.0
20												
1	8	1.7	9	4.9	13	10.4	1	0.2	2	0.9	33	18.1
2	1	0.8	1	0.9	1	0.2			8	5.7	11	7.6
3	2	0.1	2	1.6			1	0.9			5	2.6
4			7	1.7							7	1.7
	11	2.6	19	9.1	14	10.6	2	1.1	10	6.6	56	30.0
21												
1	7	2.9	9	4.2	5	3.7			6	3.8	27	14.6
2	99	31.9	5	2.0	14	11.6			2	0.9	120	46.4
3	36	10.7	3	1.2	4	3.2			5	0.7	48	15.8
4												
	142	45.5	17	7.4	23	18.5			13	5.4	195	76.8
22												
1	20	7.5	12	5.1	14	11.3	3	0.4			49	24.3
2	2	0.3	1	0.1	1	0.9			1	0.9	5	2.2
3	2	1.4	4	2.0	6	5.2	1	0.3			13	8.9
4	16	6.9	96	35.4	16	13.3	2	0.7			132	56.3
	40	16.1	113	42.6	39	30.7	6	1.4	1	0.9	199	91.7

TABLE 14A

NUMBER OF VEHICLES PARKED DURING PEAK HOUR, SPACE HOURS PARKED
AND BLOCK OF DESTINATION FOR EACH PURPOSE
WEEKDAY 2 P.M. TO 3 P.M.

BLOCK AND FACILITY OF DESTINATION	TRIP PURPOSE										TOTAL DEMAND	
	SHOPPING		BUSINESS		WORK		SALES AND SERVICE		LOAD-UNLOAD-OTHER-UNKNOWN			
	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours	Vehicles	Space Hours
23												
1	2	0.3	2	0.5	2	1.8	1	0.5			7	3.1
2			1	0.1							1	0.1
3	1	0.0	20	5.1	5	3.7					26	8.8
4			1	0.2					1	0.6	2	0.8
	3	0.3	24	5.9	7	5.5	1	0.5	1	0.6	36	12.8
28												
1	2	0.8	11	3.7	4	3.6					17	8.1
2									1	0.2	1	0.2
3			25	12.5	39	34.0			3	1.7	67	48.2
4			95	15.7	6	5.4			1	0.0	102	21.1
	2	0.8	131	31.9	49	43.0			5	1.9	187	77.6
29												
2			1	0.4					5	1.8	6	2.2
3	8	2.2	47	15.7	14	10.6			2	0.5	71	29.0
4	28	11.9	8	4.8	10	8.0			6	3.3	52	28.0
5												
	36	14.1	56	20.9	24	18.6			13	5.6	129	59.2
30												
1					3	2.7			1	0.8	4	3.5
2	30	7.8	7	2.9	14	11.5	3	1.1	18	6.0	72	29.3
3	5	2.8	6	2.8	10	6.0	1	0.9	3	0.8	25	13.3
4			1	0.9			1	0.1			2	1.0
	35	10.6	14	6.6	27	20.2	5	2.1	22	7.6	103	47.1
31												
1			1	0.0							1	0.0
2					2	1.8					2	1.8
3	1	0.9	86	39.2	32	28.1	1	0.1	3	1.5	123	69.8
	1	0.9	87	39.2	34	29.9	1	0.1	3	1.5	126	71.6
32												
1												
2									1	0.0	1	0.0
3			8	1.8	2	1.8	1	0.3	1	0.9	12	4.8
4									2	1.1	2	1.1
			8	1.8	2	1.8	1	0.3	4	2.0	15	5.9
34												
1												
2												
3			22	7.5	4	3.2			1	0.7	27	11.4
4			1	0.0							1	0.0
			23	7.5	4	3.2			1	0.7	28	11.4
35												
1	6	2.1			1	0.9	1	0.0	4	2.5	12	5.5
2	37	9.6	6	2.9	10	9.0			1	0.5	54	22.0
3	10	2.7	9	2.7	9	4.8	4	1.0	2	1.7	34	12.9
4	1	0.0	5	1.3	4	3.6	1	0.9	1	0.9	12	6.7
	54	14.4	20	6.9	24	18.3	6	1.9	8	5.6	112	47.1
36												
1	13	1.5			7	5.3	4	0.5	2	0.9	26	8.2
3												
4	7	3.6	6	1.0	9	7.2	1	0.3			23	12.1
	20	5.1	6	1.0	16	12.5	5	0.8	2	0.9	49	20.3
37												
3			1	0.1					4	1.9	5	2.0
4			1	0.0	3	2.7					4	2.7
			2	0.1	3	2.7			4	1.9	9	4.7
Outside C. B. D.	4	1.1	6	2.9	7	6.1	1	0.8	7	3.1	25	14.0
Unknown	91	43.0	54	22.1	93	78.0	4	2.1	341	224.5	583	369.7
Totals	757	272.9	818	298.4	523	421.1	43	13.8	505	294.2	2646	1300.4

TABLE 1

NUMBER OF VEHICLES PARKED AND LENGTH OF TIME
PARKED IN SPACE HOURS IN EACH BLOCK AT CURBS, LOTS & GARAGES
WEEKDAY 8 A.M. TO 6 P.M.

Block & Facility Of Parking	CURBS								LOTS				Garages		Total	
	Public Parking		Restricted		Illegal		Total		Public Private		Informal					
	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used	Vehicle Parked	Space Hours Used
01																
1	511	272.7	11	3.2	34	7.9	556	283.8			1	1.2			557	285.0
2	121	57.4	13	6.4	18	2.8	152	66.6							152	66.6
6													20	158.8	20	158.8
7									6	24.5					6	24.5
8			13	3.8			13	3.8	261	1146.1					274	1149.9
9									13	26.0					13	26.0
	632	330.1	37	13.4	52	10.7	721	354.2	280	1196.6	1	1.2	20	158.8	1022	1710.8
05																
1	229	77.7			9	2.0	238	79.7							238	79.7
2	5	50.0	41	15.6	4	.1	50	65.7			102	323.7			152	389.4
4	105	18.7			5	.4	110	19.1							110	19.1
	339	146.4	41	15.6	18	2.5	398	164.5			102	323.7			500	488.2
08																
1	69	44.0	5	.3	8	1.7	82	46.0							82	46.0
2	27	154.5	1	.1			28	154.6							28	154.6
4	16	38.9	8	12.4	21	88.4	45	139.7			44	136.4			89	276.1
6									51	274.3					51	274.3
7									40	163.3					40	163.3
	112	237.4	14	12.8	29	90.1	155	340.3	91	437.6	44	136.4			290	914.3
13																
1	180	114.5	4	.3	23	24.7	207	139.5							207	139.5
2	17	79.0					17	79.0							17	79.0
3	94	118.8			3	.2	97	119.0							97	119.0
4	106	80.6			11	1.4	117	82.0							117	82.0
6									164	143.1					164	143.1
7									47	133.5					47	133.5
	397	392.9	4	.3	37	26.3	438	419.5	211	276.6					649	696.1
14																
1	246	168.2					246	168.2							246	168.2
2	123	60.7			4	1.3	127	62.0							127	62.0
3	407	204.9			1	.1	408	205.0							408	405.0
4	138	80.1	4	1.0	36	11.0	178	92.1							178	92.1
6									247	303.5					247	303.5
	914	513.9	4	1.0	41	12.4	959	527.3	247	303.5					1206	830.8
15																
1	379	212.9			20	4.1	399	217.0							399	217.0
2	122	62.4			3	6.9	125	69.3							125	69.3
3	121	72.0			21	3.0	142	75.0							142	75.0
4	42	39.5			2	1.5	44	41.0							44	41.0
6													60	476.2	60	476.2
	664	386.8			46	15.5	710	402.3					60	476.2	770	878.5
16																
1	190	115.5	6	1.0	46	27.0	242	143.5			1	4.7			243	148.2
2	19	30.7			15	7.5	34	38.2							34	38.2
3	63	62.0			28	63.1	91	125.1			2	4.8			93	129.9
6																
	272	208.2	6	1.0	89	97.6	367	306.8			3	9.5			370	316.3
19																
1	37	78.1	1	4.1	10	15.0	48	97.2	2	1.1					50	98.3
2	92	71.7			12	24.8	104	96.5							104	96.5
3	22	29.6					22	29.6							22	29.6
4	26	150.4					26	150.4							26	150.4
	177	329.8	1	4.1	22	39.8	200	373.7	2	1.1					202	374.8
20																
1	123	57.5	8	2.3	11	6.3	142	66.1							142	66.1
2	119	124.2			8	10.2	127	134.4			75	81.7			202	216.1
3	89	44.1	2	5.5	15	7.4	106	57.0			13	10.8			119	67.8
4	128	54.1			3	.5	131	54.6							131	54.6
	459	279.9	10	7.8	37	24.4	506	312.1			88	92.5			594	404.6
21																
1	128	91.7			18	9.4	146	101.1							146	101.1
2	137	79.1			7	.2	144	79.3							144	79.3
3	393	217.6	1	.0	11	3.9	405	221.5							405	221.5
4	249	197.1	1	.4	12	10.4	262	207.9							262	207.9
	907	585.5	2	0.4	48	23.9	957	609.8							957	609.8
22																
1	274	89.4			30	1.9	304	91.3							304	91.3
2	267	97.4	30	7.9			297	105.3							297	105.3
3	134	69.8					134	69.8							134	69.8
4	154	76.0			5	0.3	159	76.3							159	76.3
6									15	45.4					15	45.4
	829	332.6	30	7.9	35	2.2	894	342.7	15	45.4					909	388.1

TABLE 15

NUMBER OF VEHICLES PARKED AND LENGTH OF TIME
PARKED IN SPACE HOURS IN EACH BLOCK AT CURBS, LOTS & GARAGES
WEEKDAY 8 A.M. TO 6 P.M.

Block & Facility of Parking	CURBS								LOTS							
	Public Parking		Restricted		Illegal		Total		Public Private		Informal		Garages		Total	
	Vehicle Parked	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used	Vehicle	Space Hours Used
23																
1	111	44.1	1	.1	5	1.8	117	46.0							117	46.0
2	22	101.3					22	101.3							22	101.3
3	137	108.0			21	3.2	158	111.2							158	111.2
4	105	43.4	5	2.3			110	45.7							110	45.7
6									18	64.1					18	64.1
7									26	96.9					26	96.9
	375	296.8	6	2.4	26	5.0	407	304.2	44	161.0					451	465.2
28																
1	59	90.6					59	90.6							59	90.6
2	30	63.2					30	63.2							30	63.2
3	210	80.1			7	.1	217	80.2							217	80.2
4	719	131.5	7	.1	21	1.5	747	133.1			1	.3			748	133.4
6									78	109.0	1	.1			79	109.1
	1018	365.4	7	.1	28	1.6	1053	367.1	78	109.0	2	.4			1133	476.5
29																
1	135	77.1	1	2.2			136	79.3							136	79.3
2	183	67.7			1	0.0	184	67.7							184	67.7
3	190	76.7	1	1.0	12	10.9	203	88.6							203	88.6
4	195	75.7	3	1.2	10	1.1	208	78.0							208	78.0
6									195	344.5					195	344.5
	703	297.2	5	4.4	23	12.0	731	313.6	195	344.5					926	658.1
30																
1	164	82.0	13	34.2	3	.5	180	116.7							180	116.7
2	173	84.3	1	0.0	15	1.8	189	86.1							189	86.1
3	128	49.2			6	0.4	134	49.6							134	49.6
4	39	36.5	2	.3	3	.1	44	36.9			1	4.3			45	41.2
6																
	504	252.0	16	34.5	27	2.8	547	289.3			1	4.3			548	293.6
31																
1	154	120.5			2	5.6	156	126.1							156	126.1
2	83	65.6					83	65.6							83	65.6
3	128	73.5			3	.0	131	73.5							131	73.5
4	92	171.7			5	2.6	97	174.3							97	174.3
6									89	226.5					89	226.5
	457	431.3			10	8.2	467	439.5	89	226.5					556	666.0
32																
1	22	107.1			6	.7	28	107.8			1	1.6			29	109.4
2	22	45.0	1	.1	9	4.7	32	49.8			5	9.8			37	59.6
3	51	19.9					51	19.9			1	1.4			52	21.3
4	12	48.2	1	.1	4	.2	17	48.5							17	48.5
6									5	3.3					5	3.3
	107	220.2	2	.2	19	5.6	128	226.0	5	3.3	7	12.8			140	242.1
34																
1	21	97.6					21	97.6			1	.3			22	97.9
2	36	61.9					36	61.9							36	61.9
3	104	41.8	7	2.3	14	27.3	125	71.4			1	9.1			126	80.5
4	43	131.7	2	.8	15	46.1	60	178.6							60	178.6
6									16	82.1					16	82.1
	204	333.0	9	3.1	29	73.4	242	409.5	16	82.1	2	9.4			260	501.0
35																
1	138	84.8			9	12.9	147	97.7							147	97.7
2	150	51.8	5	1.0	16	7.0	171	59.8							171	59.8
3	298	170.6			4	.3	302	170.9							302	170.9
4	59	30.0	2	0.4	9	4.1	70	34.5							70	34.5
6									16	99.3					16	99.3
	645	337.2	7	1.4	38	24.3	690	362.9	16	99.3					706	462.2
36																
1	180	58.8	13	3.7			193	62.5			1	.1			194	62.6
2	22	41.7					22	41.7							22	41.7
3	84	61.2					84	61.2							84	61.2
4	66	39.8	4	.5	8	11.2	78	51.5							78	51.5
6									5	1.6					5	1.6
7									33	167.8					33	167.8
8									20	40.5					20	40.5
9									85	45.9					85	45.9
	352	201.5	17	4.2	8	11.2	377	216.9	143	255.8	1	.1			521	472.8
37																
1	19	112.4					19	112.4							19	112.4
2	20	98.6					20	98.6							20	98.6
3	36	76.2					36	76.2							36	76.2
4	20	50.3					20	50.3							20	50.3
6									16	90.7					16	90.7
7									3	30.6					3	30.6
	95	337.5					95	337.5	19	121.3					114	458.8
Total	10162	6815.6	218	114.6	662	489.5	11042	7419.7	1451	3663.6	251	590.3	80	635.0	12824	12308.6

TABLE [illegible]

[illegible]

BLOCK & FACILITY	Public Parking		Restricted		Illegal		Total		Public Transit		Informal		Garages		Total	
	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used
01																
1	94	38.6	1	.4	2	1.9	94	40.9							94	30.9
2	12	5.2	3	.4	2	.2	21	[illegible]							20	6.8
6													17	17.	17	17.0
7																
8			1	.1			1	.1	157	115.1					157	110.2
9									2	[illegible]					8	5.3
	96	34.4	5	.7	14	2.5	127	[illegible]	164	121.4			17	17.	246	176.5
05																
1	31	2.1	1	.1	2	1.1	34	[illegible]							34	2.2
2	3	13.2	1	.1			4	13.			47	33.			51	41.3
4	15	1.2					15	1.							15	1.2
	51	34.3	2	.1	2	1.1	[illegible]	[illegible]			46	33.			101	52.4
08																
1	19	7.4	1	.	2	.	22	[illegible]							22	7.4
2	16	15.3					16	[illegible]							16	15.3
4	17	14.4	1	.	3	2.1	21	[illegible]			12	4.1			33	27.7
6									41	33.1					41	33.1
7									12	[illegible]					12	12.
	54	37.7	2	.2	11	3.1	67	[illegible]	53	42.3	12	4.1			123	96.6
13																
1	40	16.7			2	1.1	42	[illegible]							42	18.5
2	9	[illegible]					9	[illegible]							9	8.0
3	23	14.6					23	[illegible]							23	14.6
4	24	[illegible]			1	[illegible]	25	[illegible]							25	[illegible]
6									30	17.4					30	18.2
7									22	14.2					22	14.2
8																
	96	47.3			3	[illegible]	99	[illegible]	52	[illegible]					151	[illegible]
14																
1	51	17.1					51	17.1							51	17.1
2	17	[illegible]			1	[illegible]	18	[illegible]							18	[illegible]
3	66	22.1					66	[illegible]							66	[illegible]
4	27	7.2	[illegible]	[illegible]	1	[illegible]	30	[illegible]							31	[illegible]
6									53	37.4					53	37.4
	161	53.2	[illegible]	[illegible]	2	[illegible]	165	[illegible]	53	37.4					221	[illegible]
15																
1	[illegible]	13.7			[illegible]	[illegible]	[illegible]	13.7							[illegible]	13.7
2	22	4.0			1	[illegible]	23	4.2							23	4.2
3	23	[illegible]			3	[illegible]	26	[illegible]							26	[illegible]
4	7	[illegible]					7	[illegible]							7	[illegible]
6													52	[illegible]	52	[illegible]
	112	[illegible]			[illegible]	[illegible]	122	[illegible]					52	[illegible]	174	[illegible]
16																
1	35	13.0			7	[illegible]	42	[illegible]							42	[illegible]
[illegible]	4	[illegible]			[illegible]	[illegible]	[illegible]	4.2							6	4.1
2	10	[illegible]			2	[illegible]	12	[illegible]			1	.7			13	[illegible]
6																
	49	21.2			17	[illegible]	[illegible]	[illegible]			2	.7			67	[illegible]
19																
1	16	10.3					16	[illegible]							16	[illegible]
2	20	[illegible]			2	[illegible]	23	[illegible]							23	[illegible]
[illegible]	[illegible]	[illegible]					[illegible]	[illegible]							[illegible]	[illegible]
4	12	11.4					12	11.4							12	11.4
	60	[illegible]			2	[illegible]	63	[illegible]							[illegible]	[illegible]
20																
1	14	[illegible]					14	[illegible]							14	[illegible]
2	25	13.0			1	[illegible]	26	13.0			8	[illegible]			34	18.6
[illegible]	[illegible]	[illegible]					[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]
4	13	[illegible]					13	[illegible]			[illegible]	[illegible]			13	[illegible]
	60	27.5			1	[illegible]	61	[illegible]			11	[illegible]			72	[illegible]
31																
1	23	[illegible]			2	[illegible]	25	10.8							26	10.8
2	21	[illegible]			3	[illegible]	24	[illegible]							24	[illegible]
[illegible]	55	[illegible]			1	[illegible]	56	[illegible]							56	[illegible]
4	38	[illegible]			3	[illegible]	41	[illegible]							41	[illegible]
	137	[illegible]			10	[illegible]	147	[illegible]							[illegible]	[illegible]
32																
1	29	[illegible]			2	[illegible]	31	[illegible]							33	[illegible]
2	37	[illegible]	4	[illegible]			[illegible]	[illegible]							[illegible]	[illegible]
3	13	[illegible]					13	[illegible]							13	[illegible]
4	29	[illegible]					29	[illegible]							29	[illegible]
6									7	[illegible]					7	[illegible]
	108	[illegible]	4	[illegible]	4	[illegible]	115	[illegible]	7	[illegible]					122	[illegible]

TABLE 1F-A

NUMBER OF VEHICLES PARKED AND LENGTH OF TIME PARKED IN SPACE HOURS
IN EACH BLOCK AT CURBS, LOTS AND GARAGES
PEAK HOUR 2 P.M. - 3 P.M.

BLOCK & FACILITY	CURBS								LOTS				Garages		Total	
	Public Parking		Restricted		Illegal		Total		Public & Private		Informal					
	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used	Vehicles Parked	Space Hours Used
23																
1	15	5.2					15	5.2							15	5.2
2	12	9.6					12	9.6							12	9.6
3	28	9.6			4	.3	32	9.9							32	9.9
4	11	5.6					11	5.6							11	5.6
6									8	6.4					8	6.4
7									11	9.2					11	9.2
	66	30.0			4	.3	70	30.3	19	14.3					89	44.4
28																
1	17	11.8					17	11.8							17	11.8
2	9	5.7					9	5.7							9	5.7
3	31	7.7					31	7.7							31	7.7
4	70	11.6	1	.0	3	.0	74	11.6	7	4.3	1	.3			82	16.2
6									17	7.8					17	7.8
	127	36.8	1	.0	3	.0	131	36.8	24	12.1	1	.3			156	49.2
29																
1	30	11.6	1	.3			31	11.9							31	11.9
2	29	7.7					29	7.7							29	7.7
3	27	7.7	1	.8	3	.2	31	9.4							31	9.4
4	32	8.0					32	8.0							32	8.0
6	63	42.2					63	42.2							63	42.2
	181	77.2	2	.11	3	.2	186	79.2							186	79.2
30																
1	24	9.1	3	2.7			27	11.8							27	11.8
2	27	8.3			2	0	29	8.3							29	8.3
3	13	6.0			1	0	14	6.0							14	6.0
4	9	5.0					9	5.0			1	.9			10	5.9
6																
	73	28.4	3	2.7	3	0	79	31.1			1	.9			80	32.0
31																
1	41	19.2			1	.9	42	20.1							42	20.1
2	21	10.0					21	10.0							21	10.0
3	26	9.2					26	9.2							26	9.2
4	31	21.1					31	21.1							31	21.1
6									40	28.3					40	28.3
	119	59.5			1	.9	120	60.4	40	28.3					160	88.7
32																
1	13	10.4					13	10.4							13	10.4
2	7	4.5					7	4.5							7	4.5
3	9	2.3					9	2.3							9	2.3
4	7	5.6					7	5.6							7	5.6
6									1	0					1	.0
	36	22.8					36	22.8	1	0					37	22.8
34																
1	13	10.0					13	10.0							13	10.0
2	12	7.8					12	7.8							12	7.8
3	20	4.4			4	3.4	24	7.8			1	.9			25	8.7
4	20	11.1			5	3.5	25	14.6							25	14.6
6									11	9.3					11	9.3
	65	33.3			9	6.9	74	40.2	11	9.3	1	.9			86	50.4
35																
1	24	11.3			3	.9	27	12.2							27	12.2
2	27	5.5			3	.7	30	6.2							30	6.2
3	53	17.9			1	.0	54	17.9							54	17.9
4	13	3.3			1	.0	14	3.3							14	3.3
6									11	9.9					11	9.9
	117	38.0			8	.16	125	39.6	11	9.9					136	42.5
36																
1	28	6.0	1	.3			29	6.3							29	6.3
2	8	4.8					8	4.8							8	4.8
3	21	8.1					21	8.1							21	8.1
4	9	3.3			1	.9	10	4.2							10	4.2
6																
7									19	16.1					19	16.1
8									6	5.2					6	5.2
9									15	4.9					15	4.9
	66	22.2	1	.3	1	.9	68	23.4	40	26.2					108	49.6
37																
1	12	10.8					12	10.8							12	10.8
2	11	9.9					11	9.9							11	9.9
3	12	8.4					12	8.4							12	8.4
4	10	6.3					10	6.3							10	6.3
6									9	8.1					9	8.1
7									3	2.7					3	2.7
	45	35.4					45	35.4	12	10.8					57	46.2
TOTAL	1885	788.3	22	6.4	104	42.4	2011	837.1	516	356.4	67	41.4	69	69.0	2663	1303.9

TABLE 16

GENERAL SUMMARY OF SPACES AVAILABLE, VEHICLES PARKED, DESTINATIONS, SPACE HOURS AVAILABLE, SPACE HOURS USED, AND SPACE HOURS OF DEMAND IN EACH BLOCK AND FACILITY

WEEKDAY 8:00 A.M. TO 6:00 P.M.

Block and Facility No.	Supply			Usage		Demand		Deficiency or Surplus		Deficiency or Surplus	
	Available Spaces	Available Space Hours	Practical Space Hour Capacity	Number Vehicles Parked	Space Hours Used By All Vehicles	Number of Destinations	Total Space Hours Demand	Additional Space Hours Needed	Surplus Space Hours	Additional Spaces	Surplus Spaces
01											
1	56	560	476.0	557	285.0	506	427.1		48.9		6
2	8	80	68.0	152	66.6	253	329.6	261.6		31	
6	90	900	765.0	20	158.8				765.0		90
7	4	40	34.0	6	24.5				34.0		4
8	136	1360	1156.0	274	1149.9				1156.0		136
9	14	140	119.0	13	26.0				119.0		14
	308	3080	2618.0	1022	1710.8	759	756.7	261.6	2122.9	31	219
05											
1	12	120	102.0	238	79.7	105	119.4	17.4		2	
2	14	140	119.0	152	389.4	4	15.0		104.0		12
4	3	30	25.5	110	19.1	420	231.3	205.8		24	
	29	290	246.5	500	488.2	529	365.7	223.2	104.0	26	12
08											
1	12	120	102.0	82	46.0	13	22.3		79.7		9
2	15	150	127.5	28	154.6				127.5		15
4	15	150	127.5	89	276.1				127.5		15
6	43	430	365.5	51	274.3				365.5		43
7	14	140	119.0	40	163.3				119.0		14
	99	990	841.5	290	914.3	13	22.3		819.2		96
13											
1	33	330	280.5	207	139.5	138	154.5		126.0		15
2	17	170	144.5	17	79.8	1	1.1		143.4		17
3	18	180	153.0	97	119.0	223	267.5	114.5		14	
4	11	110	93.5	117	82.0	53	57.7		35.8		4
6	37	370	314.5	164	143.1				314.5		37
7	25	250	212.5	47	133.5				212.5		25
8	51	510	433.5						433.5		51
	192	1920	1632.0	649	696.1	415	480.8	114.5	1285.7	14	135
14											
1	23	230	195.5	246	168.2	143	155.3		40.2		5
2	8	80	68.0	127	62.0				68.0		8
3	26	260	221.0	408	205.0	1147	1478.1	1257.1		148	
4	10	100	85.0	178	92.1	179	116.2	31.2		4	
6	34	340	289.0	247	303.5				289.0		34
	101	1010	858.5	1206	830.8	1469	1749.6	1288.3	397.2	152	47
15											
1	26	260	221.0	399	217.0	309	352.6	131.6		16	
2	10	100	85.0	125	69.3	679	640.1	555.1		65	
3	9	90	76.5	142	75.0	31	32.0		44.5		5
4	6	60	51.0	44	41.0	2	0.4		50.6		6
6	120	1200	1020.0	60	476.2				1020.0		120
	171	1710	1453.5	770	878.5	1021	1025.1	686.7	1115.1	81	131
16											
1	21	210	178.5	243	146.2	68	72.1		106.4		12
2	3	30	25.5	34	38.2				25.5		3
3	10	100	85.0	93	129.9	17	26.1		58.9		7
6	15	150	127.5						127.5		15
	49	490	416.5	370	316.3	85	98.2		316.3		37
19											
1	9	90	76.5	50	98.3	99	156.5	80.0		10	
2	13	130	110.5	104	96.5				110.5		13
3	10	100	85.0	22	29.6	92	181.4	96.4		11	
4	11	110	93.5	26	150.4				93.5		11
	43	430	365.5	202	374.8	191	337.9	176.4	204.0	21	24
20											
1	8	80	68.0	142	66.1	204	226.5	158.5		19	
2	15	150	127.5	202	216.1	81	78.2		49.3		6
3	5	50	42.5	119	67.8	97	69.7	27.2		3	
4	17	170	144.5	131	54.6	94	31.1		113.4		13
	45	450	382.5	594	404.6	476	405.5	185.7	162.7	22	19
21											
1	10	100	85.0	146	101.1	244	294.1	209.1		25	
2	9	90	76.5	144	79.3	633	582.5	506.0		60	
3	27	270	229.5	405	221.5	407	239.4	9.9		1	
4	21	210	178.5	262	207.9	4	0.8		177.7		21
	67	670	569.5	957	609.8	1288	1116.8	725.0	177.7	86	21
22											
1	11	110	93.5	304	91.3	426	370.9	277.4		33	
2	15	150	127.5	297	105.3	66	29.2		98.3		12
3	17	170	144.5	134	69.8	48	104.8		34.7		4
4	10	100	85.0	159	76.3	753	697.0	612.0		72	
6	25	250	212.5	15	45.4				212.5		25
	78	780	663.0	909	368.1	1293	1206.9	889.4	345.5	105	41

Table 16
GENERAL SUMMARY OF SPACES AVILABLE, VEHICLES PARKED, DESTINATIONS, SPACE HOURS AVAILABLE, SPACE HOURS USED, AND SPACE HOURS OF DEMAND IN EACH BLOCK AND FACILITY
WEEKDAY 8 :00 A.M. TO 6:00 P.M.

Block and Facility No.	Supply			Usage		Demand		Deficiency or Surplus		Deficiency or Surplus	
	Available Spaces	Available Space Hours	Practical Space Hour Capacity	Number Vehicles Parked	Space Hours Used By All Vehicles	Number of Destinations	Total Space Hours Demand	Additional Space Hours Needed	Surplus Space Hours	Additional Spaces	Surplus Spaces
23											
1	8	80	68.0	117	46.0	52	54.6		13.4		2
2	11	110	93.5	22	101.3	1	0.3		93.2		11
3	21	210	178.5	158	111.2	174	140.7		37.8		4
4	7	70	59.5	110	45.7	19	4.7		54.8		6
6	12	120	102.0	18	64.1				102.0		12
7	15	150	127.5	26	96.9				127.5		15
	74	740	629.0	451	465.2	246	200.3		428.7		50
28											
1	15	150	127.5	59	90.6	100	86.7		40.8		5
2	11	110	93.5	30	63.2	1	4.7		88.8		10
3	12	120	102.0	217	80.2	189	581.3	479.3		56	
4	20	200	170.0	748	133.4	1229	302.7	132.7		16	
6	15	150	127.5	79	109.1				127.5		15
	73	730	620.5	1133	476.5	1519	975.4	612.0	257.1	72	30
29											
1	17	170	144.5	136	79.3				144.5		17
2	12	120	102.0	184	67.7	48	27.0		75.0		9
3	10	100	85.0	203	88.6	369	372.6	287.6		34	
4	10	100	85.0	208	78.0	255	283.3	198.3		24	
6	60	600	510.0	195	344.5				510.0		60
	109	1090	926.5	926	658.1	672	682.9	485.9	729.5	58	86
30											
1	11	110	93.5	180	116.7	32	47.6		45.9		6
2	10	100	85.0	189	86.1	454	375.8	290.8		34	
3	7	70	59.5	134	49.6	179	215.0	155.5		18	
4	6	60	51.0	45	41.2	7	14.8		36.2		4
6	8	80	68.0						68.0		8
	42	420	357.0	548	293.6	672	653.2	446.3	150.1	52	18
31											
1	23	230	195.5	156	126.1	6	2.3		193.2		23
2	13	130	110.5	83	65.6	2	25.7		84.8		10
3	12	120	102.0	131	73.5	469	724.1	622.1		73	
4	26	260	221.0	97	174.3				221.0		26
6	36	360	306.0	89	226.5				306.0		36
	110	1100	935.0	556	666.0	477	752.1	622.1	805.0	73	95
32											
1	13	130	110.5	29	109.4	5	1.0		109.5		13
2	6	60	51.0	37	59.6	13	7.2		43.8		5
3	6	60	51.0	52	21.3	70	56.7	5.7		1	
4	14	140	119.0	17	48.5	2	3.1		115.9		14
6	10	100	85.0	5	3.3				85.0		10
	49	490	416.5	140	242.1	90	68.0	5.7	354.2	1	42
34											
1	12	120	102.0	22	97.9	2	0.6		101.4		12
2	10	100	85.0	36	61.9	1			85.0		10
3	14	140	119.0	126	80.5	170	205.5	86.5		10	
4	22	220	187.0	60	178.6	7	6.5		180.5		21
6	25	250	212.5	16	82.1				212.5		25
	83	830	705.5	260	501.0	180	212.6	86.5	579.4	10	68
35											
1	18	180	153.0	147	97.7	103	61.1		91.9		11
2	8	80	68.0	171	59.8	351	273.8	205.8		24	
3	26	260	221.0	302	170.9	191	197.3		23.7		3
4	7	70	59.5	70	34.5	50	71.6	12.1		2	
6	20	200	170.0	16	99.3				170.0		20
	79	790	671.5	706	462.2	695	603.8	217.9	285.6	22	34
36											
1	19	190	161.5	194	62.6	244	105.4		56.1		7
2	11	110	93.5	22	41.7				93.5		11
3	14	140	119.0	84	61.2	1	0.4		118.6		14
4	6	60	51.0	78	51.5	129	186.4	135.4		16	
6	4	40	34.0	5	1.6				34.0		4
7	28	280	238.0	33	167.8				238.0		28
8	5	50	42.5	20	40.5				42.5		5
9	4	40	34.0	85	45.9				34.0		4
	91	910	773.5	521	472.8	374	292.2	135.4	616.7	16	73
37											
1	15	150	127.5	19	112.4				127.5		15
2	11	110	93.5	20	98.6				93.5		11
3	13	130	110.5	36	76.2	28	35.0		75.5		9
4	11	110	93.5	20	50.3	6	33.0		60.5		7
6	14	140	119.0	16	90.7				119.0		14
7	7	70	59.5	3	30.6				59.5		7
	71	710	603.5	114	458.8	34	68.0		535.5		63
Outside C.B.D.						131	163.1				
Total	1963	19630	16685.5	12824	12308.6	12629	12237.1	7162.6	11774.1	842	1341

TABLE 16A

GENERAL SUMMARY OF SPACES AVAILABLE, VEHICLES PARKED, DESTINATIONS, SPACE HOURS AVAILABLE, SPACE HOURS USED AND SPACE HOURS OF DEMAND IN EACH BLOCK AND FACILITY DURING PEAK HOUR PARKING, 2 P.M. TO 3 P.M.

Block and Facility Number	Supply			Usage		Demand		Defficiency or Surplus	
	Available Spaces	Available Space Hours	Practical Space Hours	Number Vehicles Parked	Space Hours Used by All Vehicles	Number of Destinations	Total Space Hours Demand	Additional Space Hours Needed	Surplus Space Hours
01									
1	56	56.0	47.6	94	30.9	98	47.0		0.6
2	8	8.0	6.8	20	6.8	51	27.9	21.1	
6	90	90.0	76.5	17	17.0				76.5
7	4	4.0	3.4						3.4
8	136	136.0	115.6	157	116.2				115.6
9	14	14.0	11.9	8	5.3				11.9
Sub Total	308	308.0	261.8	296	176.2	149	74.9	21.1	208.0
05									
1	12	12.0	10.2	34	9.2	17	10.2		
2	14	14.0	11.9	52	41.3	1	1.3		10.6
4	3	3.0	2.6	15	1.9	71	25.3	22.7	
Sub Total	29	29.0	24.7	101	52.4	89	36.8	22.7	10.6
08									
1	12	12.0	10.2	22	7.4	4	2.9		7.3
2	15	15.0	12.8	18	15.3				12.8
4	15	15.0	12.8	33	27.7				12.8
6	43	43.0	36.6	41	33.1				36.6
7	14	14.0	11.9	19	13.0				11.9
Sub Total	99	99.0	84.3	133	96.5	4	2.9		81.4
13									
1	33	33.0	28.1	42	18.5	39	22.0		6.1
2	17	17.0	14.5	9	8.0				14.5
3	18	18.0	15.3	23	14.6	63	36.6	21.3	
4	11	11.0	9.4	25	8.2	9	3.9		5.5
6	37	37.0	31.5	36	18.9				31.5
7	25	25.0	21.3	22	14.9				21.3
8	51	51.0	43.4						43.4
Sub Total	192	192.0	163.5	157	83.1	111	62.5	21.3	122.3
14									
1	23	23.0	19.6	51	17.1	26	13.1		6.5
2	8	8.0	6.8	18	6.9				6.8
3	26	26.0	22.1	66	22.1	334	176.4	154.3	
4	10	10.0	8.5	30	8.2	35	9.7	1.2	
6	34	34.0	28.9	70	37.4				28.9
Sub Total	101	101.0	85.9	235	91.7	395	199.2	155.5	42.2
15									
1	26	26.0	22.1	68	19.7	63	27.8	5.7	
2	10	10.0	8.5	23	4.9	142	59.8	51.3	
3	9	9.0	7.7	26	7.0	5	2.9		4.8
4	6	6.0	5.1	7	2.8				5.1
6	120	120.0	102.0	52	52.0				102.0
Sub Total	171	171.0	145.4	176	86.4	210	90.5	57.0	111.9
16									
1	21	21.0	17.9	42	15.1	12	3.4		14.5
2	3	3.0	2.6	6	4.3				2.6
3	10	10.0	8.5	19	11.8	5	3.4		5.1
6	15	15.0	12.8						12.8
Sub Total	49	49.0	41.8	67	31.2	17	6.8		35.0
19									
1	9	9.0	7.7	16	10.3	22	13.6	5.9	
2	13	13.0	11.1	23	12.1				11.1
3	10	10.0	8.5	9	4.4	27	18.7	10.2	
4	11	11.0	9.4	15	11.4				9.4
Sub Total	43	43.0	36.7	63	38.2	49	32.3	16.1	20.5
20									
1	8	8.0	6.8	14	6.0	42	25.4	18.6	
2	15	15.0	12.8	34	18.6	14	10.7		2.1
3	5	5.0	4.3	11	5.3	6	3.6		0.7
4	17	17.0	14.5	13	4.1	9	2.4		12.1
Sub Total	45	45.0	38.4	72	34.0	71	42.1	18.6	14.9
21									
1	10	10.0	8.5	26	10.8	35	20.5	12.0	
2	9	9.0	7.7	24	7.8	154	65.1	57.4	
3	27	27.0	23.0	56	22.2	62	22.2		0.8
4	21	21.0	17.9	41	19.1				17.9
Sub Total	67	67.0	57.1	147	59.9	251	107.8	69.4	18.7
22									
1	11	11.0	9.4	32	9.9	63	34.1	24.7	
2	15	15.0	12.8	41	11.9	6	3.1		9.7
3	17	17.0	14.5	13	5.5	17	12.5		2.0
4	10	10.0	8.5	29	8.0	170	79.1	70.6	
6	25	25.0	21.3	6	4.8				21.3
Sub Total	78	78.0	66.5	121	40.1	256	128.8	95.3	33.0

TABLE 16A

GENERAL SUMMARY OF SPACES AVAILABLE, VEHICLES PARKED, DESTINATIONS, SPACE HOURS AVAILABLE, SPACE HOURS USED AND SPACE HOURS OF DEMAND IN EACH BLOCK AND FACILITY DURING PEAK HOUR PARKING, 2 P.M. TO 3 P.M.

Block and Facility Number	Supply			Usage		Demand		Defficiency or Surplus	
	Available Spaces	Available Space Hours	Practical Space Hours	Number Vehicles Parked	Space Hours Used by All Vehicles	Number of Destinations	Total Space Hours Demand	Additional Space Hours Needed	Surplus Space Hours
23									
1	8	8.0	6.8	15	5.2	9	4.4		2.4
2	11	11.0	9.4	12	9.6	1	0.1		9.3
3	21	21.0	17.9	32	9.9	33	12.3		5.6
4	7	7.0	6.0	11	5.6	3	1.1		4.9
6	12	12.0	10.2	8	6.4				10.2
7	15	15.0	12.8	11	9.9				12.8
Sub Total	74	74.0	63.1	89	46.6	46	17.9		45.2
28									
1	15	15.0	12.8	17	11.8	22	11.4		1.4
2	11	11.0	9.4	9	5.7	1	0.3		9.1
3	12	12.0	10.2	31	7.7	86	67.6	57.4	
4	20	20.0	17.0	82	16.2	131	29.6	12.6	
6	15	15.0	12.8	17	7.8				12.8
Sub Total	73	73.0	62.2	156	49.2	240	108.9	70.0	23.3
29									
1	17	17.0	14.5	31	11.9				14.5
2	12	12.0	10.2	29	7.7	8	3.1		7.1
3	10	10.0	8.5	31	9.4	91	40.7	32.2	
4	10	10.0	8.5	32	8.0	67	39.3	30.8	
6	60	60.0	51.0	63	42.2				51.0
Sub Total	109	109.0	92.7	186	79.2	166	33.1	63.0	72.6
30									
1	11	11.0	9.4	27	11.8	5	4.9		4.5
2	10	10.0	8.5	29	8.3	93	41.1	32.6	
3	7	7.0	6.0	14	6.0	32	18.7	12.7	
4	6	6.0	5.1	10	5.9	3	1.4		3.7
6	8	8.0	6.8						6.8
Sub Total	42	42.0	35.8	80	32.0	133	66.1	45.3	15.0
31									
1	23	23.0	19.6	42	20.1	1	0.0		19.6
2	13	13.0	11.1	21	10.0	3	2.5		8.6
3	12	12.0	10.2	26	9.2	158	97.9	87.7	
4	26	26.0	22.1	31	21.1				22.1
6	36	36.0	30.6	40	28.3				30.6
Sub Total	110	110.0	93.6	160	88.7	162	100.4	87.7	80.9
32									
1	13	13.0	11.1	13	10.4				11.1
2	6	6.0	5.1	7	4.5	1	0.0		5.1
3	6	6.0	5.1	9	2.3	15	6.7	1.6	
4	14	14.0	11.9	7	5.6	3	1.5		10.4
6	10	10.0	8.5	1	0.0				8.5
Sub Total	49	49.0	41.7	37	22.8	19	8.2	1.6	35.1
34									
1	12	12.0	10.2	13	10.0				10.2
2	10	10.0	8.5	12	7.8				8.5
3	14	14.0	11.9	25	8.7	35	16.0	4.1	
4	22	22.0	18.7	25	14.6	1	0.0		18.7
6	25	25.0	21.3	11	9.3				21.3
Sub Total	83	83.0	70.6	86	50.4	36	16.0	4.1	58.7
35									
1	18	18.0	15.3	27	12.2	15	7.7		7.6
2	8	8.0	6.8	30	6.2	69	30.9	24.1	
3	26	26.0	22.1	54	17.9	44	18.1		4.0
4	7	7.0	6.0	14	3.3	15	9.4	3.4	
6	20	20.0	17.0	11	9.9				17.0
Sub Total	79	79.0	67.2	136	49.5	143	66.1	27.5	28.6
36									
1	19	19.0	16.2	29	6.3	33	11.5		4.7
2	11	11.0	9.4	8	4.8				9.4
3	14	14.0	11.9	21	8.1				11.9
4	6	6.0	5.1	10	4.2	30	17.0	11.9	
6	4	4.0	3.4						3.4
7	28	28.0	23.8	19	16.1				23.8
8	5	5.0	4.3	6	5.2				4.3
9	4	4.0	3.4	15	4.9				3.4
Sub Total	91	91.0	77.5	108	49.6	63	28.5	11.9	60.9
37									
1	15	15.0	12.8	12	10.8				12.8
2	11	11.0	9.4	11	9.9				9.4
3	13	13.0	11.1	12	8.4	6	2.8		8.3
4	11	11.0	9.4	10	6.3	5	3.8		5.6
6	14	14.0	11.9	9	8.1				11.9
7	7	7.0	6.0	3	2.7				6.0
Sub Total	71	71.0	60.6	57	46.2	11	6.6		54.0
Outside C.B.D.						25	14.0		
Total	1963	1963.0	1671.1	2663	1303.9	2646	1300.4	788.1	1172.8

TABLE 18

NUMBER OF VEHICLES WITH DESTINATIONS IN EACH BLOCK
AND LENGTH OF TIME PARKED
WEEKDAY 8 A.M. TO 6 P.M.

Sheet [illegible]

BLOCK OF DESTINATION	LESS THAN 12 MINUTES	12 MINUTES - 30 MINUTES	31 MINUTES - 1 HOUR	1 HOUR 1 MINUTE - 2 HOURS	2 HOURS 1 MINUTE - 3 HOURS	3 HOURS 1 MINUTE - 4 HOURS	4 HOURS 1 MINUTE - 5 HOURS	5 HOURS 1 MINUTE - 6 HOURS	6 HOURS 1 MINUTE - 7 HOURS	7 HOURS 1 MINUTE - 8 HOURS	8 HOURS 1 MINUTE - 9 HOURS	9 HOURS 1 MINUTE & OVER	TOTAL	AVERAGE TIME HRS.	AVERAGE TIME MIN.
01															
1	214	106	52	40	14	8	4	3	3	1	3		448		41
2	103	51	19	33	6	10	1	2	2	2	5	1	235	1	01
4															
5															
7															
8															
9															
	317	157	71	73	20	18	5	5	5	3	8	1	683		48
05															
1	73	24	13	7	2	4	2				2	2	129		46
3	1			1							1		3	3	22
4	221	69	32	16	9	4	2		1	1		1	356		28
	295	93	45	24	11	8	4		1	1	3	3	488		34
08															
1	3	4	1	2		1			1				12		46
2															
3															
6															
7															
	3	4	1	2		1			1				12		48
09															
1	51	21	16	18	7	4	3				1	1	120		56
2			1										1		45
3	52	39	46	31	8	6	3	1	1		1	1	189		58
4	22	5	9	4	2		2	1	1				45		57
5															
7															
8															
	124	65	72	53	17	10	8	2	2		2	2	355		57
10															
1	58	18	17	10	4	1	2				3	1	121		53
2															
3	350	220	183	111	48	28	18	3	4	8	18	8	974	1	04
5	88	31	18	9	1	2	2				1	1	152		32
6		1		1									1	1	30
	496	270	218	131	53	31	22	3	4	8	22	10	1253		59
11															
1	93	48	40	41	17	2	6	2			2	2	242		56
2	190	147	149	89	24	5	3	2	1	2	2	1	575		47
3	6	2	2	7	1		1						26		53
5	2												2		06
8															
	291	197	231	127	42	7	10	4	1	2	4	3	845		50
12															
1	36	12	5	4	1	1	3	1		1			64		47
2															
3	7	3		2			2	1					15		26
6															
	43	15	5	6	1	1	5	2		1			79		53
14															
1	33	12	11	9	3	2	14				1		85	1	22
2															
3	32	16	4	7	1	4	7	3				4	78	1	35
4															
	65	28	15	16	4	6	21	3			1	4	163	1	28
20															
1	84	35	20	13	1	5	11	2		1	1	1	174		55
2	33	12	4	13	1	5			1				69		50
3	40	21	12	3	2	2		1	1				82		36
4	51	19	7	2	1								80		17
	208	87	43	31	5	12	11	3	2	1	1	1	405		43
21															
1	88	33	55	32	13	2	3		1	1	1	2	207	1	00
2	188	174	113	57	11	5	4	4	1		8		535		46
3	181	81	51	20	4	4	1	3			1		346		29
4	2	1											3		11
	459	289	219	114	28	11	8	7	2	1	10	2	1091		43
22															
1	210	76	40	23	7	5	6	3	1		2	5	386		41
2	42	11	5	1	2		1						64		22
3	9	2	10	5	5	6	2				2		41	1	52
4	279	144	106	30	20	15	5	7	3	2	6	1	637		46
6															
	541	232	171	79	34	26	14	10	3	2	10	6	1128		45

TABLE 18

NUMBER OF VEHICLES WITH DESTINATIONS IN EACH BLOCK
AND LENGTH OF TIME PARKED
WEEKDAY 8 A.M. TO 6 P.M.

BLOCK OF DESTINATION	LESS THAN 12 MINUTES	12 MINUTES - 30 MINUTES	31 MINUTES - 1 HOUR	1 HOUR 1 MINUTE - 2 HOURS	2 HOURS 1 MINUTE - 3 HOURS	3 HOURS 1 MINUTE - 4 HOURS	4 HOURS 1 MINUTE - 5 HOURS	5 HOURS 1 MINUTE - 6 HOURS	6 HOURS 1 MINUTE - 7 HOURS	7 HOURS 1 MINUTE - 8 HOURS	8 HOURS 1 MINUTE - 9 HOURS	9 HOURS 1 MINUTE & OVER	TOTAL	AVERAGE TIME HRS.	AVERAGE TIME MINS.
23															
1	23	5	8	3		4	2						45		50
2	1												1		06
3	89	16	12	17	6	1	3	2			1		147		41
4	13	2	2										17		13
6															
7															
	126	23	22	20	6	5	5	2			1		210		42
28															
1	27	23	23	5	3		3	1					85		44
2						1							1	3	30
3	30	22	14	17	16	13	33		2	1		12	160	2	34
4	861	102	34	34	9	1	2	2		1		1	1047		25
6															
	918	147	71	56	28	15	38	3	2	2		13	1293		34
29															
1															
2	21	9	6	3	2								41		28
3	132	60	51	41	13	9	3		2		1	3	315		50
4	87	43	39	21	11	4	3	2	1	2	2	1	216		55
6															
	240	112	96	65	26	13	6	2	3	2	3	4	572		50
30															
1	14	4	4		1	1		1	1			1	27	1	13
2	193	102	40	25	6	7	4	2	3	1	2	4	389		42
3	59	36	17	14	12	3	8	1				2	152	1	00
4	3	1	1									1	6	1	44
6															
	269	143	62	39	19	11	12	4	4	1	2	8	574		49
31															
1	4			1									5		23
2												2	2	9	00
3	147	58	45	34	46	43	22	1		1			397	1	15
4															
6															
	151	58	45	35	46	43	22	1		1		2	404	1	17
32															
1	2	2											4		1
2	7	2	2		1								12		27
3	36	7	5	6		2	2			1			59		43
4			1	1									2	1	08
6															
	45	11	8	7	1	2	2			1			77		41
34															
1	1	1											2		30
2	1												1		06
3	65	32	19	11	8	8	4	3			1	1	152		59
4	1	1	3	1									6		42
6															
	68	34	22	12	8	8	4	3			1	1	161		57
35															
1	36	29	14	6			2						87		24
2	159	69	27	19	10	6	2	3			3	1	299		39
3	73	37	18	14	7	3	7		1		2		162		51
4	20	7	4	4	1	2	1	1		1		1	42	1	11
6															
	288	142	63	43	18	11	12	4	1	1	5	2	590		43
36															
1	173	17	16	5	2	1	3	2			1		220		23
2															
3		1											1		21
4	47	19	9	13	7	5	8	1			1	1	111	1	11
6															
7															
8															
9															
	220	37	25	18	9	6	11	3			2	1	332		36
37															
1															
2															
3	9	4	6	2	2							1	24		58
4	2						1					2	5	4	32
6															
7															
	11	4	6	2	2		1					3	29	1	36
OUTSIDE S.F.P.	46	30	10	10	6	6	2	1			1	2	114	1	02
UNKNOWN	728	288	249	216	83	73	52	30	18	12	37	160	1946	1	48
TOTAL	5867	2445	1744	1181	467	324	275	92	49	39	113	228	12824		57

TABLE 21

TYPE OF PARKING USED IN EACH BLOCK
BY TRUCKS LOADING AND UNLOADING MERCHANDISE

BLOCK AND FACILITY	LEGAL		CURB		LOADING ZONE		DOCK		ALLEY		BUILDING ENTR. FIRE ZONE		CROSS WALK OR DRIVE		DOUBLE PARKED		OTHER ILLEGAL		OFF STREET		TOTAL	
	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.	NO. TRKS.	HRS. PKD.
01																						
1	79	35.2	11	3.2									1	0.0	4	0.4	4	1.0			99	40.8
2	15	6.9	13	6.4											18	2.8					46	16.1
6																						
7																						
8					13	3.8													41	100.4	54	104.2
9																						
	94	42.1	24	9.6	13	3.8							1	0.0	22	3.2	4	1.0	41	100.4	199	161.1
05																						
1	25	3.8	1	0.2											3	0.1	1	0.2			30	4.3
2	9	23.4	41	15.6																	50	39.0
4	9	2.0													2	0.2					11	2.2
	43	29.2	42	15.8											5	0.3	1	0.2			91	46.5
08																						
1	11	2.2	5	0.3											1	0.0					17	2.5
2	2	10.3							1	0.1											3	10.4
4	4	0.8							8	12.4											12	13.2
6																			1	2.0	1	2.0
7																			1	6.3	1	6.2
	17	13.3	5	0.3					9	12.5					1	0.2			2	8.3	34	34.4
13																						
1	27	6.9	3	0.2									11	15.4			1	0.3			42	22.8
2	1	1.1																			1	1.1
3	12	7.1													2	0.2					14	7.3
4	7	8.2															3	0.4			10	8.6
6																			8	5.6	8	5.6
7																			2	0.6	2	0.6
8																						
	47	23.3	3	0.2									11	15.4	2	0.2	4	0.7	10	6.2	77	46.0
14																						
1	24	9.2																			24	9.2
2	13	4.5													1	0.1					14	4.6
3	21	5.5																			21	5.5
4	7	1.0	4	0.9					1	0.1					9	1.0	4	2.7			25	6.6
6																			17	3.4	17	3.4
	65	31.1	4	0.9					1	0.1					10	1.1	4	2.7	17	3.4	101	29.3
15																						
1	35	11.7									2	0.6					1	0.0			38	12.3
2	10	3.6																			10	3.6
3	6	1.6									1	0.2									7	1.8
4	8	7.6																			8	7.6
6																						
	59	24.5									3	0.8					1	0.0			63	25.3
16																						
1	16	7.9	6	1.0									3	1.5	2	1.7	5	2.1			32	14.2
2																	2	0.3			2	0.3
3	5	11.6	1	0.4									2	9.7	2	0.0	7	15.7			17	37.4
6																						
	21	19.5	7	1.4									5	11.2	4	1.7	14	18.1			51	51.9
19																						
1	3	5.2											1	0.1	1	0.1					5	5.4
2	9	2.9											3	9.3	1	0.1					13	12.3
3	2	0.1																			2	0.1
4	6	43.1																			6	43.1
	20	51.3											4	9.4	2	0.2					26	60.9
20																						
1	16	7.0													2	0.2	1	0.1			19	7.3
2	19	17.5									1	0.0									20	17.5
3	14	4.6													7	1.0			1	0.3	22	5.9
4	8	1.7							1	0.2											9	1.9
	57	30.8							1	0.2	1	0.0			9	1.2	1	0.1	1	0.3	70	32.6
21																						
1	8	5.3													1	0.0					9	5.3
2	7	1.5													1	0.1					8	1.6
3	31	11.6																			31	11.6
4	14	13.7							1	0.4											15	14.1
	60	32.1							1	0.4					2	0.1					63	32.6
22																						
1	13	4.1													5	0.5	2	0.2			20	4.8
2	33	8.8	30	7.9																	63	16.7
3	10	4.8																			10	4.8
4	5	2.3													1	0.3					6	2.6
6																			2	1.8	2	1.8
	61	20.0	30	7.9											6	0.8	2	0.2	2	1.8	101	30.7

TABLE 21

TYPE OF PARKING USED IN EACH BLOCK
BY TRUCKS LOADING AND UNLOADING MERCHANDISE

BLOCK AND FACILITY	LEGAL		CURB		LOADING ZONE		LOADING DOCK		ALLEY		BUILDING ENTR. FIRE ZONE		CROSS WALK OR DRIVE		DOUBLE PARKED		OTHER ILLEGAL		OFF STREET		TOTAL	
	NO. TRKS.		HRS. PKD.		NO. TRKS.		HRS. PKD.		NO. TRKS.		HRS. PKD.		NO. TRKS.		HRS. PKD.		NO. TRKS.		HRS. PKD.		NO. TRKS.	
23																						
1	16		3.3		1		0.1								1		0.0				18	
2	1		8.1																		1	
3	13		2.7										4		0.3		6		0.5		1	
4	13		2.8						5		2.3										18	
6																						
7																						
	43		17.1		1		0.1		5		2.3		4		0.3		7		0.5		1	
28																						
1	2		1.2																		2	
2	3		2.6																		3	
3	21		4.0																		22	
4	48		17.5						5												54	
6																						
	74		25.3						5													
29																						
1	7		3.2		1		2.2														8	
2	16		3.9																		16	
3	16		7.7						1		1.0										18	
4	18		4.9						3		1.2										25	
6																						
	57		19.7		1		2.2		4		2.2											
30																						
1	24		9.0		2		0.5														29	
2	14		9.9																		23	
3	14		3.0																		17	
4	9		12.5						2		0.3										11	
6																						
	61		34.4		2		0.5		2		0.3											
31																						
1	24		20.2																		25	
2	10		22.4																		10	
3	14		4.1																		14	
4	14		22.1																		17	
6																						
	62		68.8																			
32																						
1	3		9.2										1		0.0		2		0.2		6	
2	4		5.1				1		0.1				2		0.3		1		0.1		10	
3	4		0.8																		4	
4									1		0.1						2		0.1		3	
6																						
	11		15.1				1		0.1		1		0.1		3		0.3		5		0.4	
34																						
1																						
2	6		2.9																		6	
3	17		5.2		7		2.3														24	
4	8		25.7						2		0.8										10	
6																						
	31		33.8		7		2.3		2		0.8										40	
35																						
1	20		7.0														3		0.2		23	
2	16		5.9		5		1.0										1		0.1		23	
3	56		26.8														2		0.3		58	
4	11		7.6						2		0.4						1		0.8		14	
6																						
	103		47.3		5		1.0		2		0.4						7		1.4			
36																						
1	28		14.1		13		3.7														42	
2	1		0.3																		1	
3	3		1.3																		3	
4	8		5.5						4		0.5		1		0.1		2		0.3		16	
6																						
7																						
8																						
9																						
	40		23.2		13		3.7		4		0.5		1		0.1		2		0.3			
37																						
1	2		8.6																		2	
2	1		9.9																		1	
3	3		3.0																		3	
4	4		1.7																		4	
6																						
9																						
	10		23.2																			
TOTAL	1036		616.1		144		45.9		14		3.9		37		19.8		4		0.8		29	